

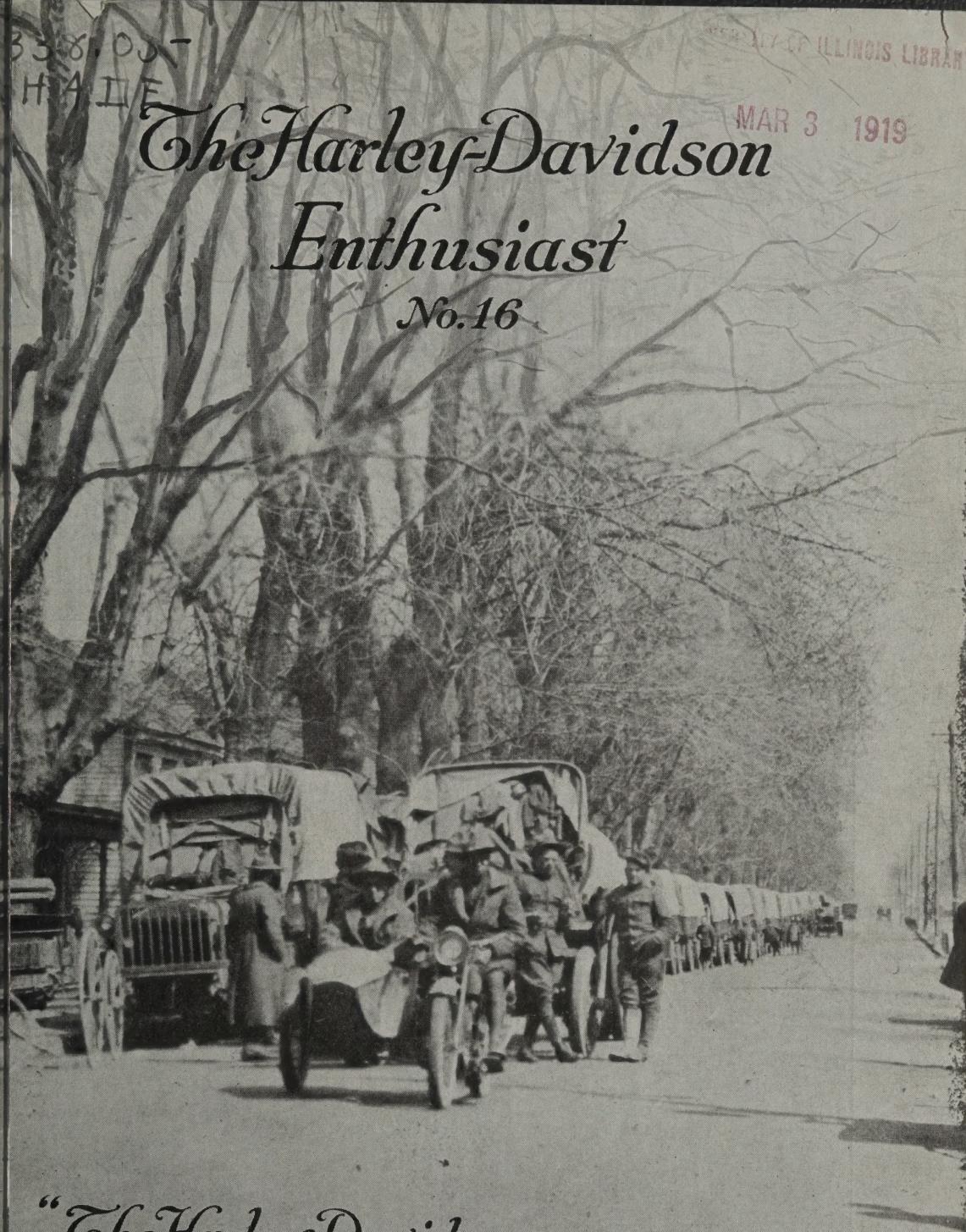
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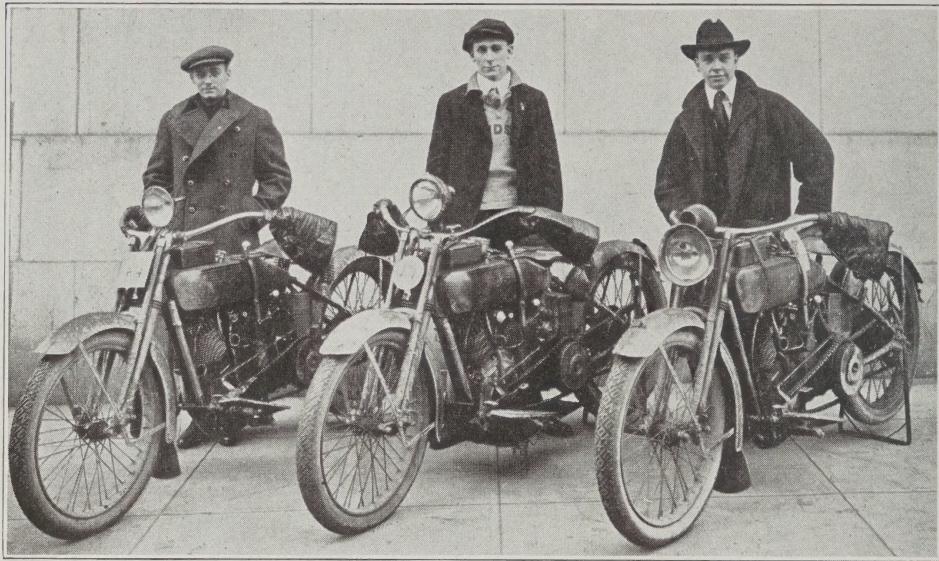
MAR 3 1919

The Harley-Davidson Enthusiast

No. 16



"The Harley-Davidson
Leads Them All"



The Winners of the Portland-Seattle Endurance Contest, January 1

These three Harley-Davidson riders composed the team which won the big Portland-Seattle 400-mile Endurance Contest. The running time of 8 hours for each of the two 200-mile laps was better than train time. The team won the Firestone trophy cup, this being the third time that a Harley-Davidson team won the event.

From left to right the riders are, Harry Hadfield, Walter Hadfield and Fred Gilbert. They are to be congratulated on winning one of the hardest fought endurance contests ever held in the Northwest.

THE HARLEY-DAVIDSON ENTHUSIAST

Published Now and Then by the Harley-Davidson Motor Co., Milwaukee, Wis., U. S. A.

No. 16

F

Making Motorcycle Repairmen for Uncle Sam

This story was written shortly before the signing of the armistice, and although Uncle Sam has discontinued sending men to the Harley-Davidson factory, the motorcycle school is still running. Dealers and dealers' repairmen are the students. The school is open to any Harley-Davidson dealer or repairman and, of course, the work is more technical and covers a greater range of subjects.

The ideals of the school have not been affected by the transition from the military to the civilian, and the reader will gain a correct idea of the purpose of the school from the story below.

The fact that Harley-Davidson dealers and their repairmen are coming to the factory in large numbers speaks well for the service that can be expected by Harley-Davidson riders.

Any morning at about quarter past seven a detachment of 30 enlisted men with one or two commissioned officers in charge board a West bound Wells St. car at Fourth St. and Grand Ave. Each man carries a good size note book and the observer may wonder where the detachment is bound for. If his curiosity impelled him to follow the men, he would find that they transferred north on Thirty-fifth St., left the car at Vliet St. and then walked

two blocks west to the school of instructions conducted by the Harley-Davidson Motor Company.

The war has made Uncle Sam the biggest school master in the world. He is making more skilled mechanics in one year than all of the technical schools in the country. In fact practically all schools have been put to work for Uncle Sam and are turning out various kinds of mechanics and specialists needed to carry on the war.



Practical Repair Work at Factory School



School of Motorcycle Instructions conducted by the Harley-Davidson Motor Company. This group is inspecting a motor that has just come from the road for wear. Every job is handled in this way.

It is natural, therefore, that the home of the Harley-Davidson motorcycle was chosen as one school for training motorcycle repairmen, because motorcycles are taking an important part in driving the Hun across the Rhine.

To go back to the idea behind the school, it is necessary to start about the time this country entered the war. Motorcycles have been used successfully by the allies during the last four years, and also proved their utility and adaptability for us during our Mexican trouble. It, therefore, followed that when the President decided that it was up to us to put an end to Hun reign of terror, the war department began to buy motorcycles and to cast about for trained men to operate and take care of them.

To the average man, there doesn't seem to be much to operating and keeping one of the two wheelers in good running order. All you have to do is turn the grips and away you go. That's just what the average enlisted man

thought. Because he used to ride a bicycle, or once rode on the tandem of a motorcycle of early vintage owned by a cousin, he considered himself well trained to drive a motorcycle for Uncle Sam. The average enlisted man is not to be blamed for this ambition because it is lots easier to drive a motorcycle for an officer than to take a 20-mile hike on a hot, sultry day, when the thermometer registers 110° in the shade, if there is any shade.

Those in authority soon learned that many self styled experts did not know much more about motorcycles than about the fourth dimension; all of which meant that some machines were wrecked and many were not properly taken care of. Right here originated the idea to train riders and particularly repairmen, and it was natural to go to the motorcycle manufacturers for assistance.

The Harley-Davidson school has been in operation since July, 1917, and has

trained 300 repairmen within that time. Men are trained for three weeks in classes of 30. Some of the students have had experience, others have not.

Every man is given plenty of opportunity to learn. The idea to put the men to work in the various factory departments was considered, but never adopted, because the men could not have gotten the practical training and individual attention possible in a school.

The training of thirty men is in charge of three instructors. The course begins with an inspection trip through the manufacturing departments. The Harley-Davidson Motor Company places great stress on the importance of this initial trip. The men are impressed with the care and accuracy used throughout the construction of motorcycles, the excellency of the material

and the skill of the mechanics. Those in charge of the training feel that if the soldiers see and appreciate these things, the motorcycles that will later be under their charge will be well taken care of.

During the three weeks, the design and construction of Harley-Davidson motorcycles is explained and taught thoroughly. The student is given plenty of opportunity to do practical work. He learns to time motors, line up connecting rods and square pistons, true flywheels, lace wheels, assemble a complete machine, attach and remove a sidecar and all other operations to make him proficient as a repairman. Each man is tested for riding ability and if he cannot qualify as a competent driver, is at least taught how to handle a machine in traffic and on all kinds of country roads. He learns how to help



Instructor, at right inspecting students' work. Students, at left reaming upper connecting rod bushing and taking micrometer measurements of piston

himself if he should have trouble on the road, which is the ultimate test of the competent driver and repairman.

Each student is provided with a notebook and a loose leaf ring binder and makes good use of both of them. He is expected to study two hours, three evenings a week. The school furnishes home work in the form of questions and the class is given an oral examination the following morning. The questions are based on subjects covered in lecture and class work and in the text books furnished by the Harley-Davidson Motor Company. Two hundred and seventy-five questions are studied during the course.

Here are a few:

What is meant by a cycle when we speak of a four-stroke cycle engine?

What is the purpose of each stroke in a cycle and in what order do they occur?

What is the action of the exhaust and inlet valves during the completion of a cycle?

Describe in detail method used in obtaining exhaust valve timing without the aid of marks on gears.

What kind of motor oils are recommended for summer use and winter use?

What are the functions of a magneto?

Describe in detail proper method of assembling magneto to motor.

What are the functions of a carburetor?

Describe how to get proper adjustment of carburetor.

Describe procedure necessary to remedy a slipping clutch.

How can ratio of engine speed to wheel speed be determined?

Describe proper adjustment of wheel cones, rear, front and sidecar.

Describe proper method of setting up and aligning sidecar.

In an extreme emergency what

would be your method of bringing machine to a stop quickly?

After ten days the class receives a preliminary written examination of fifty questions. Upon completion of the course, the class receives a final examination of one hundred questions. Students averaging 85% or better in this final examination are furnished with a diploma of merit bearing the seal of the Harley-Davidson Motor Company. The bench work and riding ability of the student are graded as well as his written examination.

The student who receives a diploma must be competent, for the tests and examination are regarded as pretty "stiff." It is seldom, however, that a student fails to qualify for a diploma. It has been the experience of the Harley-Davidson Motor Company that the fact that the good students are given diplomas is an incentive to real effort and hard work. Very often the soldiers work and study voluntarily at their quarters in the Y. M. C. A. building. The instructors sometimes conduct quizzes in the evening and the officers in charge help the men by extra work, especially those with limited education.

It has been noted with interest by those in connection with the training that the average soldier goes at his duties in connection with his services in the army much the same as he would apply himself to a new job. The men are keen to absorb information and to learn all they can: first, to qualify as experts in their particular duties in the army, and second, because they realize that they are having the opportunity to secure a liberal education at Uncle Sam's expense that will stand them to mighty good advantage after the war.

From reports from men who have finished the course in the past, they are making everyday use of the information and knowledge gained. The idea and reputation of the Harley-Davidson school have already spread so that a number of Milwaukee boys who

They Are in Service Up in the Front Lines

The following letter written to W. R. Gragg, instructor at the Harley-Davidson factory school for enlisted men, is interesting in that it mentions, as other letters have, that Harley-Davidson motorcycles are being used right up in the front lines:

"Here in France

September 16, 1918.

"Friend Mr. Gragg:

"Well here I am, a long ways off from dear old U. S. A. and the dear old city of Milwaukee. I may be a long way from your city but every time I meet one of the other boys that went to school with me we always talk about the old city, also the school and our good instructors. We all had a time that we will never forget.

"We have received no Harley-Davidsons yet, but they say that when we get up to the front we will be equipped. We are using other machines now, and what I mean, I don't have much time for them. They tell us they are using all the Harley-Davidsons up in front where it takes a good machine. When I get

somewhere on the front I will write and tell you what they are using.

"This is a trip worth taking, so if you have to go you will never be sorry. A person sure does see some sights. The railroads are really the most interesting, most of the box cars are four wheelers and carry about ten tons; but sometimes they sure have some pretty fine passenger trains running out of Paris, but you know they are not like Uncle Sam's.

"When looking at some of these old towns eight and twelve hundred years old, a person thinks of how they fought their battles here years ago with stones and spears.

"I forgot to tell you. I am feeling fine and eating three of U. S. meals a day, and will say I like France pretty well."

(Sgd.) Pvt. 1st CL.

GEO. W. ZIMMERMAN,
Headquarters Detachment,
313 Trns. & M. P.,
Army P. O. No. 795,
American E. F.

wanted to enter the service as motorcycle repairmen, have taken the course. In connection with this school, the Harley-Davidson Motor Company is also training men who will instruct motorcycle drivers and repairmen at universities and other educational institutions conducting vocational training work for the war department.

The enlisted men, after finishing the course of instructions invariably praise Milwaukee's hospitality. Men from all parts of the country say that they could not have expected more hospitable

treatment than extended them in this city, both at clubs and in private homes. The men leave Milwaukee with regret, and more than one has expressed his intention of making Milwaukee his home after the war. The Y. M. C. A. takes care of the boarding and lodging of the men and each has been more than satisfied with the way he has been looked after. There is no cause for wonder, however, considering the activities of the Y. M. C. A. in every phase of war work.

Feels He Owes Life to the Harley-Davidson

November 8, 1918.

From Corp. J. C. Rathburn,
American Red Cross Military Hos-
pital No. 1, A. P. O. No. 702.
Harley-Davidson Motor Co.

Milwaukee, Wis.

Gentlemen:

I am taking the liberty of a long felt need of writing you expressing my appreciation of your most excellent motors.

The one I refer to is a machine I have ridden most six months on this side, and to which I feel I owe my life. The incident is a bit lengthy. However, let me state when a fellow has a Fritz aviator chasing him its a time he feels like making speed and on this occasion "I sure did" but it was no trouble for him to keep up and all the time he directed a beastly machine gun fire on me. Luckily I had control of my machine and when I decided outspeeding him was useless, "*the best little brake in the world*" brought me to a sudden standstill, which fooled Mr. Hun, and plainly speaking, probably saved my life, for he didn't turn back.

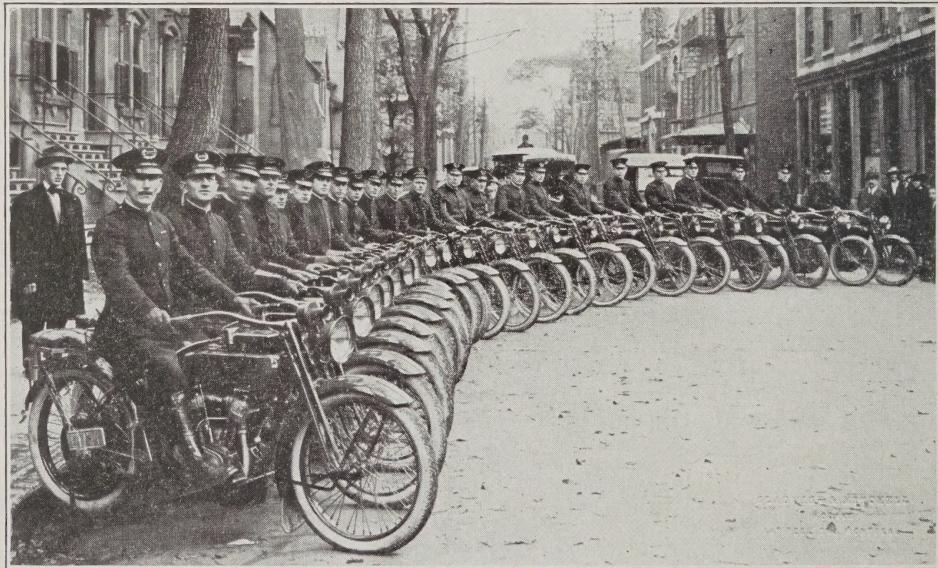
Perhaps you know something of what the dispatch riders have been up against over here. I wish to say the roads were fierce and I have had to travel some that if I were back home I wouldn't attempt to drive a horse over. I wish it were possible for me to express in person my satisfaction of the hardy durability. However, I dare say it can't be beat, furthermore, I know, for it was my pleasure to own one in civilian life and if it is my good fortune to arrive home soon I'll be getting an order in.

It may interest you to know his bullets or shrapnel didn't get me, although they were right close; it was his gas. That's why I have spent these nine weeks here in the hospital.

Hoping this humble letter expresses to you my appreciation of the Harley-Davidson motor, I am,

Very truly yours,

J. C. RATHBURN,
302nd Field Signal Bn.
Home address, "C" Co., A. E. F.
56 Falconer St.,
Jamestown, N. Y.



The Harley-Davidson squad of the Police Department of Montreal, Canada.

Best for Hard Service

Camp Hancock, Georgia.
November 14, 1918.

Harley-Davidson Motor Co.,
Milwaukee, Wisconsin.

Your most welcome letter received a few days ago and as I have the time I will answer same. Guess you are right about being cheated out of a trip across the pond but then there might be such a thing after all. Have no kick coming the way Uncle Sam is treating me for he feeds me good and keeps me busy, so there is no reason why I should kick.

Am riding a Harley-Davidson sidecar outfit so I feel right at home. We have about a hundred and fifty Harley-Davidson sidecars and about fifty solos in our camp. The Military Police company has two Harley-Davidson sidecars and five solos and all are doing good work with little or no trouble at all. We sure do ride them here. We have a sidecar outfit of another make in the Military Police company but it does not amount to anything. It does not hold up but simply falls to pieces and all we can do is fix up and then some and haven't anything at that. I talked to some of the boys that run the other make and they say the same as I said, they are sick and tired of them. They say "nothing like the good old Harley-Davidson."

We have a pretty good repair shop here but my partner and I do all our own work. The only thing is that we haven't the tools we would like to have but manage to get along.

Well the lightweight looks good to me and ought to be a good seller after everything gets settled for there will be lots of the boys who will have motorcycles that never thought about getting one before. Will send you the picture of all the Military Police riders and also one of myself. Don't know how soon it will be but will have them taken as soon as we can. One of the boys is on leave and as soon as he gets back we will have

the picture taken and I will send them to you as soon as possible.

With best wishes and regards,

Yours very truly,

PVT. WALTER A. NADLER,
Military Police M. G. T. C.
Camp Hancock, Georgia.

(Private Nadler was formerly the Harley-Davidson dealer at Lake Mills, Wisconsin.)

From a Repairman Who Knows

Nov. 13, 1918.

Harley-Davidson Motor Co.
Milwaukee, Wis.

Dear Sirs:

I think its about time I drop you people a few lines to let you know I am still alive. I should have written sooner, but we boys have so much to do over here that as a rule we sooner receive letters than write them, so you will have to excuse me.

I suppose everybody back there is feeling good about the news. Everybody around here wears their Sunday smile.

I am repairing motorcycles at present, and believe me the Harley-Davidson sure does stand up. If we only had Harley-Davidsons to repair we would have a snap job, but as it is, we have another and so we have lots of work.

We have quite a bit of rain and its awfully muddy over here, but outside of that everything is O.K.

I am feeling fine and if Uncle Sam sends us back soon, which I hope he will do shortly, why I will see you people and tell you all about it.

I will close for this time. With my best regards and good luck to you all, I remain,

Yours very truly,

CORP. G. E. WOLTER
Hdqts. Troop
7th Division
American E. F.
France.

Right From the Front Lines

The following letter was written to Howard V. Campbell, La Crosse, Wisconsin, Harley-Davidson dealer, and is from his brother Virgil, who is with the American Expeditionary Forces in France. Howard Campbell rode one of the new twin cylinder Harley-Davidson "sport models", (it was a factory test machine) in the big Milwaukee to La Crosse endurance contest held in October and was the very first rider to finish that fearful grind.

France, November 5th, 1918.

Dear Brother:

Received your letter of October 10th telling about the Harley-Davidson middleweight and the Endurance run. I sure was glad to hear that you cleaned up the bunch in the run and to get your opinion of the middleweight. Wish I could have been there to get in the run too so that you and I could have had one of our old time battles through that sand and mud as you know we are right at home when it comes to hitting that stuff.

You said in your letter that you could not begin to explain how nice that middleweight handles, and that I would have to ride one myself to find out. Well if it handles half as good as you tried to explain it did, it sure must be some machine. I never was in favor of a lighter machine as I thought they would not be able to make one that would travel the roads we have around La Crosse, but have changed my mind now as you ought to know after riding one over the roads you had in that run.

I see by the "Motorcycling" that they are not going to make the Liberty Motorcycle. Well the Big Harley-Davids are sure doing the work over here wonderfully and sure stand up fine considering the hard usage they get. Up here at No Mans Land we can't get any motorcycle oil so have to use light auto oil and you know how hard that is on a motor. We also ride without lights

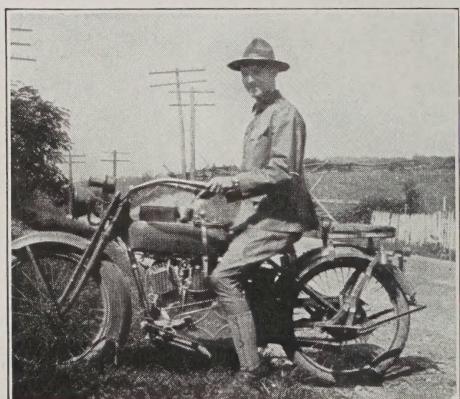
nights, so quite a few of the machines get smashed up pretty bad, however I have been lucky so far being in only one accident which did not amount to anything. We also have a hard time getting repairs up here. They keep them all at the base instead of up here where we need them the most.

Motorcycles are sure going to sell after the war is over as they sure have shown the boys over here what they can do and pretty near every one I talk to are talking of buying one when they get home. When I get back to old La Crosse I will get back in the game stronger than ever. Be sure and boost the neat riding stuff as that is going a long ways with the new riders that the war has made.

By the way the boys are going after the huns I think that I will be there to try out the first middleweight that you get. Anyway heres hoping that we both can ride one in the Milwaukee Endurance run next summer. Thanks for the Harley-Davidson Enthusiast and Motorcycling magazines that you sent. They sure are always welcome. Give my regards to all the boys.

Love to all at home,

VIRGIL.



*Priv. Miller Osborne of Co. B, 115th Inf.,
A. E. F.*



1. Dispatch Rider E. R. Spence. Taken in France. 2. A Paris Garage occupied by Harley-Davidsons attached to the American Aviation Service. 3. "The Harley-Davidson Leads Them All." Sergt. Frank J. Aigeldinger, we believe, is driving the sidecar. He is attached to Motor Supply Train, Co. D, 4th Supply Train, A. E. F. 4. Russell Kenny, former Harley-Davidson dealer in Lafayette, Ind., who, we understand, has charge of all motorcycles attached to the Air Service in Paris, is seated in the sidecar. 5. Fred Landrus, present address not known. 6. Part of the seventy Harley-Davidsons in service at Camp Funston, Kans. Lieut. C. A. Bellinger, shown mounted at the extreme left of the picture, is in charge. Sergt. Geo. C. Kost, in charge of the Motorcycle Repair Shop, is next to Lieut. Bellinger in the picture.

From the Former Harley-Davidson Dealer in Alliance, O.

Via St. Nazaire, France.
Sunday Afternoon,
November 17, 1918.

Harley-Davidson Motor Co.,
Milwaukee, Wisconsin.

Gentlemen:

"Attention Everybody!"

Have been looking for news that you are still in business but take it for granted that you are for every day brings us a lot more Harley-Davidsons and a lot more satisfaction to the boys over here. Every convoy that comes in, the first question the fellows ask is what kind of machines they are going to get. And when we say _____, they only reply Oh! Hell! why didn't they give us Harley-Davidsons. So you can see for yourselves how the tide is going here and after they all get home and spread the news around you are going to see an awful slump in the sales of one machine and you can guess which one it will be.

Have practically charge of all Harley-Davidsons coming in, and they surely are coming through in fine shape. It is very seldom that we have any trouble at all and when we do it doesn't take us very long to put it in first class shape, and what it takes to make them go we sure have got.

Had a letter from my Kid brother and he is up the line with the 84th Div. Hdq. Troops. He says the only trouble is that parts are hard to get. He was

riding a Harley-Davidson for a while but he is a pretty good mechanic so they no doubt could use him to better advantage in that capacity. Trying to get some tools and parts through to him but its a tough proposition if you understand military channels.

Enclosing a few picture films. Not very good as the film was French so hence the dimness. If you can use them do so. Will send more later. A letter would be appreciated.

Sincerely as ever,
JACK.

Sgt. John F. Brannan,
Co. 8—1st Air Service Mec. Reg.,
American Exp. Forces.
Via St. Nazaire, France.

He Has Ridden Five Years

38 Globe Ave., Jamaica, L. I.
Harley-Davidson Motor Co.
Milwaukee, Wis.

Dear Sirs:

I take pleasure in writing you, how pleased I am with your motorcycle. I've been riding three Harley-Davidsons: 1915, 17, and 1918, and now a 1919, and certainly have been satisfied with the services they have rendered me.

I covered over 30,000 miles with the 1915 Harley-Davidson, and had only the motor out of the frame once for a thorough overhauling. With the other machines I made over 15,000 to 16,000 miles before the bank turned them over for a new one.

I have been riding motorcycles for the last five years, and thought I would write these few lines to let you know how well pleased I have been with the services rendered by your dealers, the Koch-Ruhle Co., of Jamaica, where I purchased this 1919 motorcycle, and where I have been getting necessary parts.

Yours truly,
MR. WM. KRAPF,
Bank of Long Island,
359 Fulton St.



Sgt. Brannan at left. The other two are Jack Coffey of Lima, Ohio, and his pal Jones of the same town—all Harley-Davidson riders, and good ones too.

From Capt. MacDonald

Verneuil, France, Oct. 18, 1918.

E. J. Mueller,
in care Harley-Davidson Motor Co.,
Milwaukee, Wis.

Hello Friend E. J.:

I have your very welcome and interesting letter of Sept. 13th, and it sure makes a guy feel good to get a real letter from folks at home.

I don't know how to reply to all the interesting things you have to say, but will try to go over a few.

Even here in the A. E. F. they are getting out a "Weekly Movie" to show one Dept. what the other is doing, for instance,—They give these "Hombres" in the S. O. S. an idea of what the boys are doing at the Front, whom they (the boys here) envy a lot; on the other hand, they give the tough guys at the Front an idea of how we do things, also why it is necessary to keep us here in order that they can kick H--- out of the Huns, and they envy our boys a lot.

Now here is one of our great troubles, You know what a bunch of red-blooded guys these Motorcycle Bugs are and how well they would like to get a crack at the Dutchmen, (me included) it is some job, I tell you, to hold them down and keep them plugging, in fact, the only way one can do it is appeal to their patriotic side and show them that it is necessary to have skilled men here to do this work when any guy can go over the top—the worst that can happen to him is to get shot, but we can't make a mechanic in 3 or 4 months like they do a soldier—its tough, I tell you, but they all look at it from both sides and then pitch in and work like H---, and it doesn't make a d--- bit of difference what hardships we bump into, you never hear a word.

Its all in the old game and we would be poor Americans indeed if we did not do our best, when we are backed to the limit by the most wonderful people of

the most wonderful country in the world.

This little book of yours is going to be interesting, I know, so go to it, old boy, and let us have some copies.

I have not received the photos of the "Little Fellow" as yet, but we are waiting anxiously to see them, also the specifications.

I am glad to know you are getting out lots of parts for our use, as we sure need all we can get, altho we are doing quite well on the Harley-Davidsons, much better than on the other.

Right here I want to say there are a lot of things we need more than a guy to carry a gun, so every man, woman and child who does something useful in a conscientious way is just as much of a hero as the guy who goes over the top. Its the guy who lays down on the job or retards the war programme in any way who is the real "slacker", and if this old game lasts long enough they will be caught and woe be unto them when they do.

We are all quite well and "clocking" along in great shape, altho the rainy season has set in and makes it bad to get around, but no one seems to mind.

Guess this will do for this time, so be good and drop me a line.

Sincerely,

E. C. MACDONALD,
Capt. M. T. C.

P. S.—Am sending some cards to the boys and girls who were so kind in wanting to be remembered to me.

Mac.

Good Service There Too

Sergeant W. H. Yost, Headquarters Det., 4th Engineers, A. E. F., France, writes us that they still have the original Harley-Davidson that they had in the United States, and that they have run from 8,000 to 14,000 miles and are still going strong.



A Motorcycle Hunting Trip in Far-Off Java

1. *The Main Camp on the Island of Bali. Don't the Leopard Skin Make Your Trigger Finger Itch?* 2. *Putting the Harley-Davidsons on Board a Native Boat—the Only Way the Island Can be Reached.* 3. *The Halt for the Night.* 4. *Crossing One of the Rivers on the Island. Water So Deep the Natives Had to Carry the Machines Across.* 5. *A good Kill of Crocodiles. Wherever one goes in Java, either in the larger cities or the smaller inland places, Harley-Davidsons are to be found. These photos were sent to the factory by Mr. Fritz Sluymers, Harley-Davidson dealer at Soerabaia, Java.*



It Stands the Test

France, Nov. 24, 1918.
 Harley-Davidson Motor Co.
 Milwaukee, Wis.

Gentlemen:

Having owned a Harley-Davidson in civil life and always getting good service from my reliable Harley-Davidson, and now having had over a year's service with the Harley-Davidson and certain other machines in France, I take the liberty of writing a few lines to you in regards to your machine.

First I want to say that no matter what kind of a test a machine or anything else gets in civil use, it never gets a test like in the army in war times.

I have been repairing and riding the Harley-Davidson over a year in France; always found it ready and it surely stands the test. Just for example, we have with us three Harley-Davids which saw service on the border, and over here they have gone through all the drives and at all the fronts with the

1st Division of American soldiers, to which I belong. I have seen other makes of new machines go to pieces in three months' time on the battle field.

I cannot say too much in regards to the wonderful way the Harley-Davidson stood the test.

I often said when I get back I'll stick to my reliable Harley-Davidson and now after seeing "Her" stand the test so well, I'm convinced that the Harley-Davidson is "The" machine.

I would send you some pictures showing what the Harley-Davidson had done over here, but I was wounded once and unfortunately lost the photos.

Now hoping the Harley-Davidson continues to prove as satisfactory as it has heretofore, I remain, always boasting the Harley-Davidson,

ALBERT NIEDERER,
 1st Reg. U. S. Engrs.
 Hedqt. Co.,
 A. E. F.

Wanted—Some More Good Pictures

We can use more good motorcycle photographs. If you have some good, snappy motorcycle photos you have taken and are willing to let us use them, many other Harley-Davidson riders will be glad to see them.

The pictures we like best are snapshots taken on actual trips. If you have some good hunting, fishing, camping or touring pictures which feature motorcycles, send them in. Pictures like this having natural surroundings are far more interesting than simply "posed" pictures taken with an artificial background, such as those taken in a studio or in a city yard.



Frank C. Vaughn of Washington, D. C., on a recent tour on which he went through eight states with his Harley-Davidson sidecar outfit.

Why Harley-D Will be N

On August 1, 1918, the prices of the Harley-Davidson models were based on existing labor and material costs. At that time the main issue was preservation and perpetuation of high standards, not price. Since then, manufacturing and material costs increased excessively.

And now, while adjustments in prices are being made in other industries, the prices of Harley-Davidson products are already at a level where they are just and reasonable, and in keeping with the quality and ideals that are the character-mark of the Harley-Davidson.

Rather than economize at a sacrifice of quality, we shall continue to build a product that always did and always will satisfy.

A. P. O. 729, in France,
October 18, 1918.

Harley-Davidson Motor Co.,
Milwaukee, Wisconsin.

Dear Friends:

Just a few lines to let you know that the First Engineers are still on the job, same as ever. We have been somewhere on the Western Front almost continually now for a year—are now getting our first real rest. The whole regiment is “just loafing” in a small town a “few miles back.” Our last drive took place

in the Argonne. We pushed ‘em back, of course, but our losses were heavy.

You should see some of our old Harley-Davidsons—same ones we had in the States—the sidecars all have shrapnel and bullet holes in ‘em. They look pretty dilapidated, naturally, for the hard service they’ve seen, but are still going strong. We haven’t had a new Harley-Davidson since coming over, and the six machines of the other make, we got six months ago, are long ago in salvage. We expect eight new Harley-

Davidson Prices Maintained

Careful comparison of today and the pre-war prices of our models of motorcycle shows that while many commodities of the same models in their prices, the price of the Harley-Davidson doubled and trebled other words, while prices were going up, we held ours down to the absolute minimum, and now that some of these high prices are coming down, we happen to be in a position where ours are already at a minimum, and at such a level that they will remain constant during the entire season of 1919.

Yours very truly,
HARLEY-DAVIDSON MOTOR CO.

Walter Davidson
President

Extract from a letter written to the trade by Walter Davidson, President of the Harley-Davidson Motor Company.

Davidsons before going back into the lines again.

Could you put my name on the mailing list for about three copies of the "Harley-Davidson Enthusiast?" Our fellows are all interested in it and haven't been able to get it.

Will close here, wishing you success and health.

Sincerely,
CPL. L. W. DONAT,
Hdq. Co., 1st Engrs.,
A. P. O. 729, American E. F.

The Best Value Money Can Buy

Regardless of the advanced prices, Chas. V. H. Harrison, Hawera, Taranaki, New Zealand, writes that those requiring a good motor for sidecar work, will purchase Harley-Davidsons as they acknowledge that it is the best value money can buy in the Taranaki district.

Winter Driving Suggestions

1. Use an oil that will not congeal in above zero temperatures. Harley-Davidson Winter Oil is recommended above any other. From 5° below zero to 15° below zero, thin this lubricant in the proportion of 1 pt. of kerosene, (coal oil), to 1 gal. of lubricating oil. The above lubricant should be used for the motor, three speed transmission, chains, and at all other points (with the exception of the hubs) requiring lubrication. Do not thin Summer Oil for winter lubrication.

2. In severely cold weather the lubricating oil may become thick enough to make it difficult to crank the motor. This condition can be overcome by injecting a gunful or two of gasoline into each cylinder and then cranking the motor very slowly at the outset. If the motor is given a very sudden crank, damage may result to the starting mechanism, or the teeth of the oil-pump operating shaft, or the worm gear of the oil-pump may be stripped.

3. To insure easy starting keep a high gravity test gasoline in the reserve tank for priming purposes only.

4. If you have no high gravity test gasoline and the temperature is below zero, the motor can be started easily after some hot water has been poured slowly over the manifold so as to heat it. However, care should be taken not to get any water in the inlet pushrod spring covers or the exhaust spring covers, because this water will freeze the first time the motor is allowed to get cold making it impossible to start the motor until it is thawed out.

5. Do not release the auxiliary air valve stem of the carburetor immediately after the motor starts. Leave the stem way out or one-half way out as may be necessary, until the motor misses from the rich mixture. Very often the motor will start more easily if the operator will hold the starting stem way out while cranking. This should be done with the throttle open and the spark retarded with

electric models. With magneto models the spark should be partway advanced.

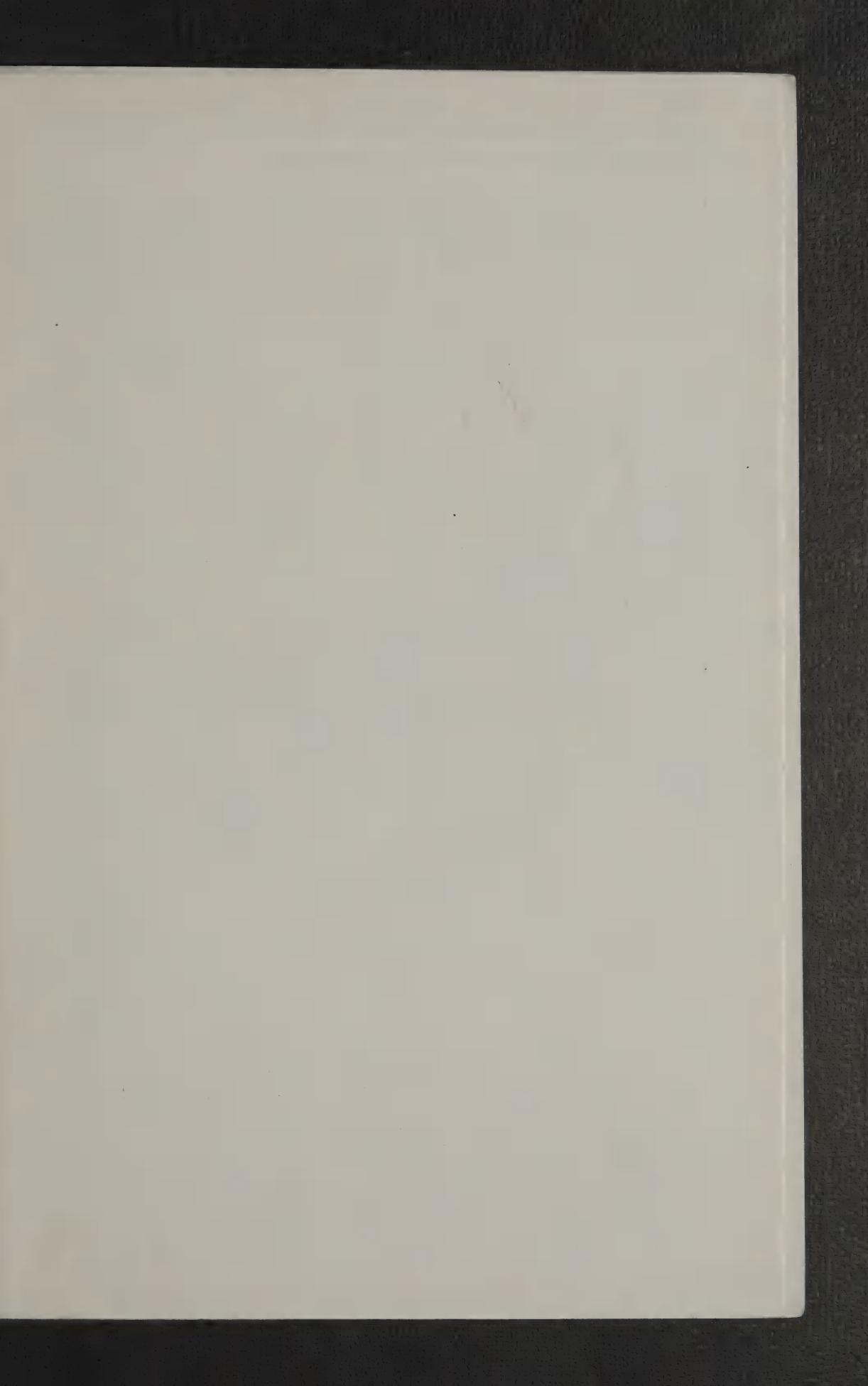
6. Do not run the motor at high speed immediately after starting. Let the motor run as slowly as possible at the outset, because the oil may not be thin enough to insure proper lubrication.

7. Engage the clutch slowly. The rear wheel may be standing on ice permitting it to spin easily. The same holds true in most cases when starting in deep snow. If the wheel is permitted to spin, it will dig a hole sufficiently deep into the snow to let the weight of the machine rest on the muffler and crank case; under these conditions the rear wheel carries very little weight and consequently has very little or no traction, and you'll be stuck.

8. When it becomes necessary to use a tire chain, use the standard 3" chain, and when cross links break or wear thru, replace with standard 3" cross links. Other links are injurious to the tires or the machine. Adjust the tire chain so that the sides as well as the cross links can be moved freely. The chain should be just loose enough to let the wheel creep very slightly inside of the chain. Too tight a chain will be harmful to the tire, while too loose a chain will let the wheel turn freely inside of the chain, and consequently interfere with traction.

9. Do not drive too fast in deep snow ruts. A solo rider cannot ride them with any degree of safety, while with a sidecar, the combination can be tipped over if the ruts have a slightly sharp turn toward the right. In most cases the narrow tread will give better satisfaction than the wide tread, because sleigh treads are narrow and the wheels will ride in these ruts most easily.

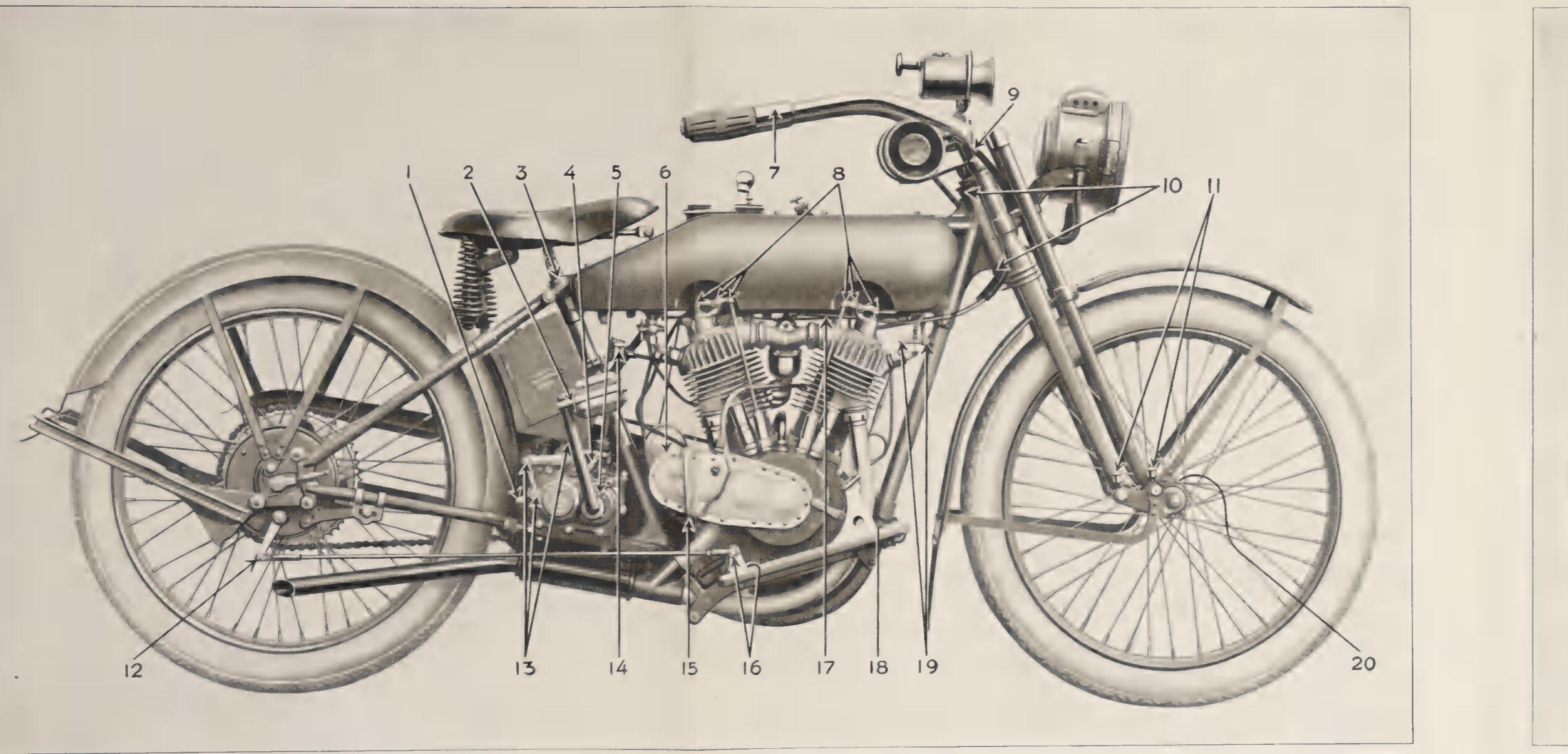
10. If the motorcycle is equipped with a set of shields as illustrated here, the front mud guard flap can be removed. If the flap is left in place, it will be caught by the snow ruts and greatly retard the machine. The value of a set of these shields will be appreciated when



Right Side Lubrication Chart

Lubricate the Motorcycle Periodically at the Places Marked, with the Lubricant Recommended in Table Shown Herewith.

Harley-Davidson Oil is recommended. Wherever motor oil is referred to, use the same grade that is being used for motor lubrication.
When quantity of oil is not specified, a drop or two will suffice.



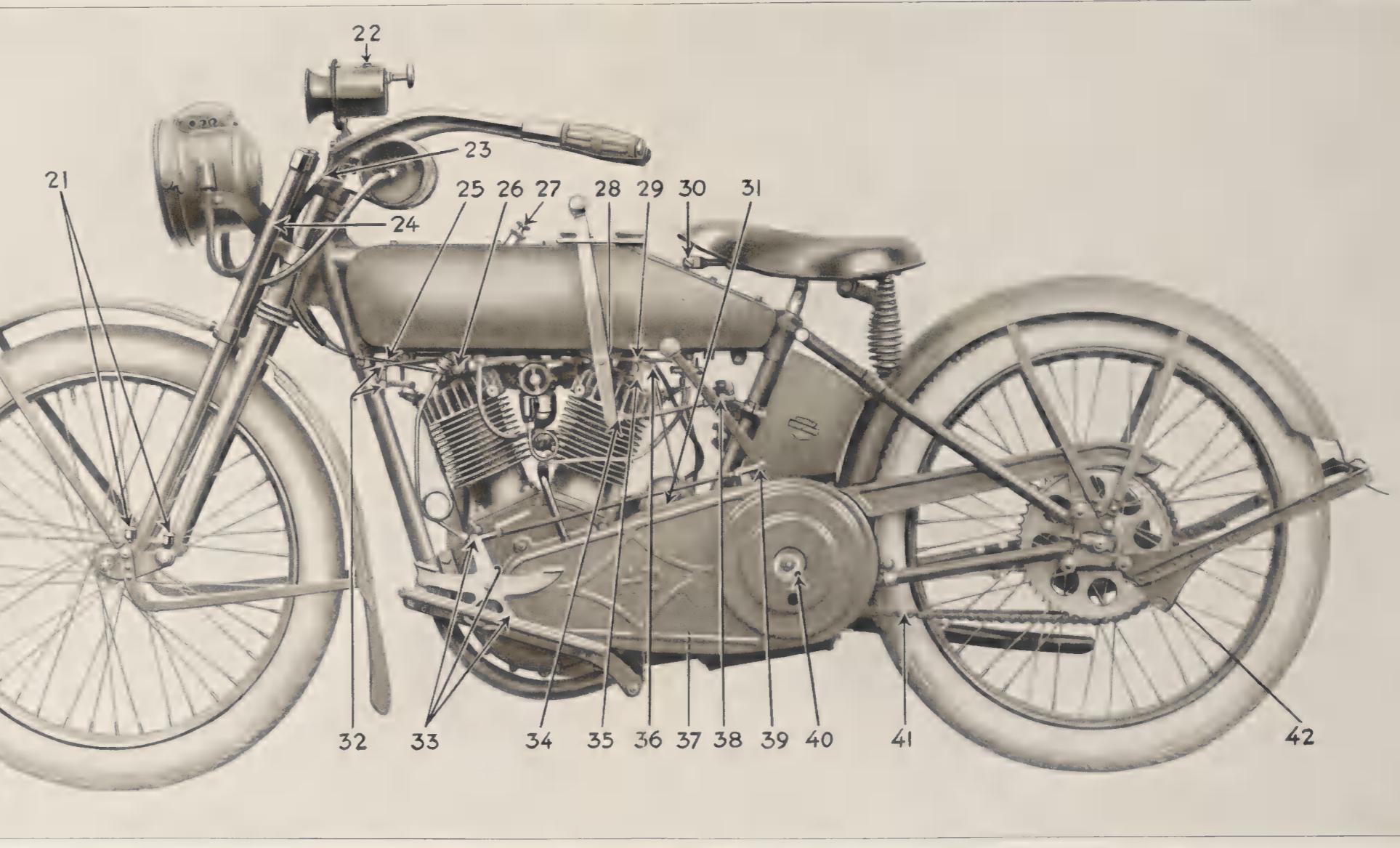
No.	Part of Motorcycle	Lubricant	How Often to Lubricate
1	Oil hole plug for gear box.....	Motor oil.....	Every 500 miles remove the plug and fill gear box with oil to top level of filler hole
2	Starter pedal pin.....	Motor oil.....	Every 500 miles
3	Seat post.....	Cup grease.....	Every 500 miles place a few drops of oil on the plunger
4	Starter gear adjuster.....	Motor oil.....	Every 15000 miles strip seat post and repack with cup grease
5	Starter crank.....	Motor oil.....	Every 500 miles
6	Magneto oil cup—right side.....	Motor oil.....	Every 1000 miles
7	Handle bar control grips.....	Cup grease.....	Every 8000 miles
8	Inlet lever bolt, push rod end, and valve stem.....	Motor oil.....	Every 50 miles
9	Throttle coil.....	Motor oil.....	Every 500 miles place a few drops along length of coil

No.	Part of Motorcycle	Lubricant	How often to Lubricate
10	Frame head bearings.....	Cup grease.....	Every 15000 miles strip bearings and repack
11	Rocker plate grease cups—right side.....	Cup grease.....	Every 50 miles tighten one-half turn
12	Rear connection of foot brake rod.....	Motor oil.....	Every 500 miles
13	Split ring connecting link and clutch crank.....	Motor oil.....	Every 500 miles
14	Swivel bearing.....	Motor oil.....	Every 500 miles
15	Mechanical oiler adjusting screw.....	Motor oil.....	Adjusting screw should be regulated so that motor will cover 600 to 800 miles on a gallon of oil
16	Front connection of foot brake rod and pedal oiler.....	Motor oil.....	Every 500 miles
17	Control coil covered by throttle sleeve.....	Motor oil.....	Every 500 miles
18	Foot brake lever guide collar.....	Motor oil.....	Every 500 miles
19	Relief rod stud and control lever stud.....	Motor oil.....	Every 500 miles
20	Front hub.....	Cup grease.....	Every 3000 miles strip bearings and repack

Left Side Lubrication Chart

Lubricate the Motorcycle Periodically at the Places Marked, with the Lubricant Recommended in Table Shown Herewith.

Harley-Davidson Oil is recommended. Wherever motor oil is referred to, use the same grade that is being used for motor lubrication.
When quantity of oil is not specified, a drop or two will suffice.



No.	Part of Motorcycle	Lubricant	How Often to Lubricate
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No.	Part of Motorcycle	Lubricant	How Often to Lubricate
21	Rocker plate grease cups—left side.....	Motor oil.....	Same as right side cups "11"
22	Horn oil cup.....	Motor oil.....	Every 1000 miles
23	Magneto control rod stud.....	Motor oil.....	Every 500 miles place a few drops along length of coil
24	Fork springs.....	Cup grease.....	Every 15000 miles strip forks and repack springs
25	Magneto control coil covered by sleeve.....	Motor oil.....	Every 500 miles
26	Magneto control sleeve stud.....	Motor oil.....	Every 500 miles
27	Hand oil pump.....	Motor oil.....	Every mile on extremely hard pulling or when speeding only, give motor an additional one-half pumpful of oil
28	Gear shifter lever stud.....	Motor oil.....	Every 500 miles
29	Intermediate control rod block.....	Motor oil.....	Every 500 miles
30	Saddle bar bolt.....	Motor oil.....	Every 500 miles
31	Magneto oil cup—left side.....	Motor oil.....	Same as right side "6"
32	Relief stud and intermediate control rod.....	Motor oil.....	Every 500 miles
33	Clutch pedal studs and friction joint.....	Motor oil.....	Every 500 miles
34	Shifter lever ball stud.....	Motor oil.....	Every 500 miles

No.	Part of Motorcycle	Lubricant	How Often to Lubricate
35	Bell crank bracket stud.....	Motor oil.....	Every 500 miles
36	Magneto control rod stud.....	Motor oil.....	Every 500 miles
37	Front chain.....	Harley-Davidson Chain Lubricant	Every 500 miles after cleaning by immersing in Harley-Davidson Chain Lubricant, or a heated composition of 40 parts tallow, 1 part wax and 1 part plum-bago
38	Short shifter lever ball stud.....	Motor oil.....	Every 500 miles
39	Clutch hand lever stud.....	Motor oil.....	Every 500 miles
40	1918 and 1919 clutch roller bearing.....	Motor oil.....	Clutch on later 1919 models lubricated automatically.
41	1917 clutch ball bearing.....	Cup grease.....	Every 3000 miles strip and repack bearing
42	Rear chain.....	Motor oil.....	Same as front chain "37"
	Rear hub.....		Same as front hub "20"

driving any great distance in very cold weather, because they cut the biting wind and also retain quite a bit of the heat of the motor.

11. Motorcycles equipped with storage batteries require special care. See page 71 of the 1919 Manual, pages 72 and 73 of the 1918 Manual or pages 78 and 79 of the 1917 Manual. An article in the last number of the Enthusiast covers this subject also.

12. Do not burn the lights unnecessarily on an electrically equipped model, because as a rule a machine is not driven as much in winter as in summer, and with the increased hours of darkness requiring the use of lights, the battery is very apt to be in a poorly charged condition.

13. If a machine is driven in street car tracks, to avoid extremely deep snow on side streets, remove the snow and slush from the machine by washing, when it is placed in the garage for the night. This is recommended because the traction companies place salt on the tracks to prevent the formation of ice, and to save the varnish and enamel of the motorcycle it is well to remove all traces of snow, slush and dirt.

14. Be sure to thoroughly dry a machine after it has been washed; this refers not only to the easily accessible enameled parts, but to all control parts as well. If just a little water is allowed to remain on the spark or on the throttle control it will freeze and considerable trouble will be experienced in operating the machine. After every thorough washing raise the exhaust spring covers and the inlet push-rod covers to remove the water which may have entered them.

If compressed air is available, blow the water off before using a chamois on the enameled parts. The air will very quickly force all the water from the controls and from the brake. After thoroughly drying the machine, place a drop or two of lubricating oil along all control bearings as indicated on the Lubrication Chart enclosed herewith.

It is a good plan to raise the exhaust



These special guards can be purchased from any Harley-Davidson dealer.

spring and pushrod covers from time to time and wash out the oil which may have accumulated. In severely cold weather the oil may freeze sufficiently to cause the valves to stick, or it may retard the valve action enough to cause pitting and burning of the valve seats.

Care of Motorcycle Taken from Service During Winter

1. The motorcycle should be thoroughly cleaned before it is placed in storage for any length of time, because most dirt contains some chemical properties which are injurious to the enamel and also to the metal of the machine. After drying the machine thoroughly, give all enameled parts a very thin coating of Johnson's Prepared Wax. The film of wax will protect those parts from which the enamel has been scraped off, from rusting. To prevent rusting of the nickel plated parts, give them a coating with any semi-liquid neutralized oil, such as vaseline, etc.

Before placing a machine that has

50,000 Miles and Good for 50,000 More

November 4th, 1918.

Harley-Davidson Motor Co.,
Milwaukee, Wisconsin.

Gentlemen:

Just a few words to let you know that I am all O. K. Hope you are all the same.

I suppose this will make you feel strange for it has been a long time since I wrote to you for I left Duncan, Nebraska, a year ago last August 11th, 1917. I was in England for a few weeks and since December 24th I have been in France. I am still riding Harley-Davidson machines. I sold my own 1917 Harley-Davidson when I was leaving for war. That machine I bought from you in February 1917, complete with sidecar. That machine was very satisfactory. I have been driving Harley-Davidson machines before for about five years and I was very satisfied and proud of the Harley-Davidson all the time, but I did not know so much about Harley-Davidsons till I got this machine here. The machine had been running for three months before I got her and when I got the machine the machine was condemned. The driver did not know anything of the machine and he ruined it in three months. So I got the motor, fixed it up, and rode it for eleven

months and we could not get repairs for eleven months. I even made front cones for front wheel out of hard shafts, for the roads are so bad that the cones and ball bearings cracked to pieces. The machine stood it for fourteen months and did not see any overhauling till a week ago I took three days off and took the motor off and gave her a regular overhauling, and I guarantee the machine for another fourteen months. The machine has made about fifty thousand miles and has seen as hard use as a machine ever saw. I start at six o'clock every morning and lots of times I do not get back till next morning at three o'clock, so you can imagine what the machine could make in fourteen months. Later when I get back I will send you some photos and recommendations and will prove what the machine has made and that she is running as good as ever. I can make as big hills with it as any brand new machine. Many men have said that this machine made so many miles that they would like to get it for a souvenir after the war.

Hoping to hear from you soon, I am

Yours very truly,
LEO. C. FOREMAN,
105 Aero. Sqdn.
American Expeditionary
Force.

been prepared as just explained, back into service, wash off all oil with a brush and gasoline. The enameled parts should be given a good polishing with a piece of cheese cloth to prevent dust from sticking to the treated parts.

2. The wheels should be removed and stored in the house during winter, since frigid temperatures are harmful to the tires. The tires should be removed from the rims, and if the rims are found rusted, they can be polished with emery cloth and given a coating of shellac.

3. If the tires are to be placed on the rims again immediately after the shellac

has hardened, remove the old soap stone or the powdered mica and sprinkle with new powder. Inflate the tires only partly. Do not keep a high pressure in the tires of a machine stored over winter.

4. Remove the storage battery from an electrically equipped machine and give it the attention that is recommended in all Harley-Davidson manuals or in the last issue of the *Enthusiast*.

5. After preparing the machine as just explained, it should be entirely covered up with canvas or some other cloth to keep off dust, etc.

Do Not Wait Until Spring

It is not a new story to tell the motorcycle rider that if he intends to have any work done on his machine, to have it done now. This year, however, the good sense of this advice strikes home with particular emphasis because we have a hunch that dealers' repair shops are going to be filled to overflowing about the time the first robin reminds us that spring is here. By that time a large percentage of the boys in the service will be back home, and those who have been motorcycle riders are not going to be slow to have their boats, hacks, rigs, or by whatever term of affection they refer to their motorcycles, placed in good running order before the first warm spring days.

Those Who Were in the Service Want to Ride

We know what we are talking about from the hundreds of letters received from motorcyclists in the service, expressing a longing and yearning to be astride their good old Harley-Davidsons. Many of them have told us how they felt when they saw motorcycles doing every kind of work around camps in this country or in active service in France. It does not take much imagination to see the picture. Imagine yourself hiking along on a weary march when along comes a motorcyclist on the same kind of machine that you used to ride and that is waiting for you back home.

Those boys are going to enjoy their motorcycles like they never did before. They have seen enough of the seamy side of life to appreciate the joy and exhilaration that come only to the motorcycle rider.

Lively Demand for Used Machines

Do not forget also that there is going to be a lively demand for used machines, which will help keep the dealer busy getting his "trade-ins" dolled up for prospective purchasers. Thousands of

young fellows who have not considered the motorcycle before are going to be motorcycle riders before very many months. They have seen what the motorcycle has done in the war and their eyes have been opened to an appreciation of its possibilities.

This may seem to be taking us from what we started out with, but all has a distinct bearing on the fact that if you want your motorcycle to be ready for you when you want it, now is the time to have it put in shape.

Dealers Can Get Spare Parts

In a recent issue we spoke of the shortage of material. The War Department was using and purchasing Harley-Davidsons in such large numbers that it would only have been a matter of months before our entire production of parts would have been required to fill government orders, for remember that in active service a motorcycle must get there regardless of cost, and \$50.00 or \$100.00 worth of parts to overhaul a wrecked machine is a small item; also bear in mind that motorcycles are not shell-proof.

We are therefore glad to say that with the cessation of hostilities, we are again able to take care of dealers' and riders' requirements. If you figure on having your motorcycle overhauled, go to it now. We can furnish the parts. Your dealer, even though he may be shorthanded, can give you better attention now and can take his time about the job, all of which may not hold true two months from now.

Go to Real Repair Shop and Save Disappointment

Practically every Harley-Davidson dealer maintains a first class repair department. Many dealers are factory trained or employ factory trained repairmen. Good repair work is impossible without skilled labor and the right tools. It still happens often that a rider will have his motorcycle repaired by a so-

called motorcycle expert, because he expects to save a few dollars on his repair bill. In the long run he is always disappointed. Have your work done by a repairman who knows his business and has the tools necessary for high grade work.

Accuracy Requires Dealer and Factory Attention

If you are figuring on having any work on your machine done at the factory, there is just as much reason for having it done now as there is for having your dealer do his part of the work now.

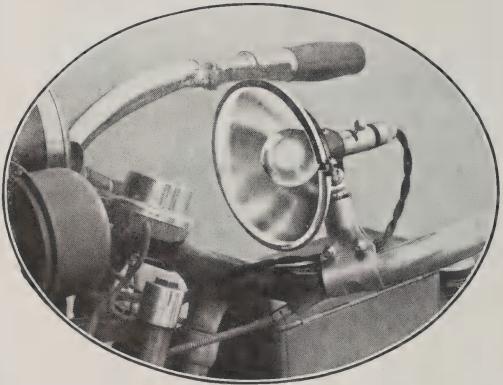
Certain work can be performed most satisfactorily at the factory, including such operations, for instance, as the regrinding of cylinders and rebushing of connecting rods. Frequently, the advantages of these or other operations are not understood and not appreciated. Nothing contributes more to a continuance of good service after a motor has been run for two or three seasons than to have the cylinders reground and fitted with oversize pistons and rings; yet many riders continue to run their motors for years with gradually diminishing efficiency without realizing that regrinding the cylinders would have restored the original power. The cost is very reasonable and is repaid many times by the improved running of the motor.

Cylinders should always be reground at the factory because of the absolute accuracy necessary. Cylinders are taper ground; yet how many machine shops could taper grind a Harley-Davidson cylinder accurately or know the exact sizes of the bore.

A regrinding job should be handled through the dealer because the fitting, squaring, and lining up of the pistons and the connecting rods must be done with accuracy with the use of a special

"KAY BEE"

King of Spot Lights



Something New

This is the finest motorcycle Spot Light we have ever seen.

The Kay Bee reflector is the big reason for the superiority of this spot light. It projects the light rays into the most powerful and brilliant beam of light produced by any 24 candle power spot light we have tried out.

The front glass is convex in form, giving the Spot Light a very rich appearance. The glass is secured to the reflector body by a water tight and dust tight device.

A neat thumb switch is conveniently located just back of the reflector. A nitrogen bulb is regular equipment.

The construction of the Kay Bee Spot Light and the way in which it is mounted on the handlebar does away with practically all vibration, consequently premature breakage of the lamp bulb filament has been eliminated.

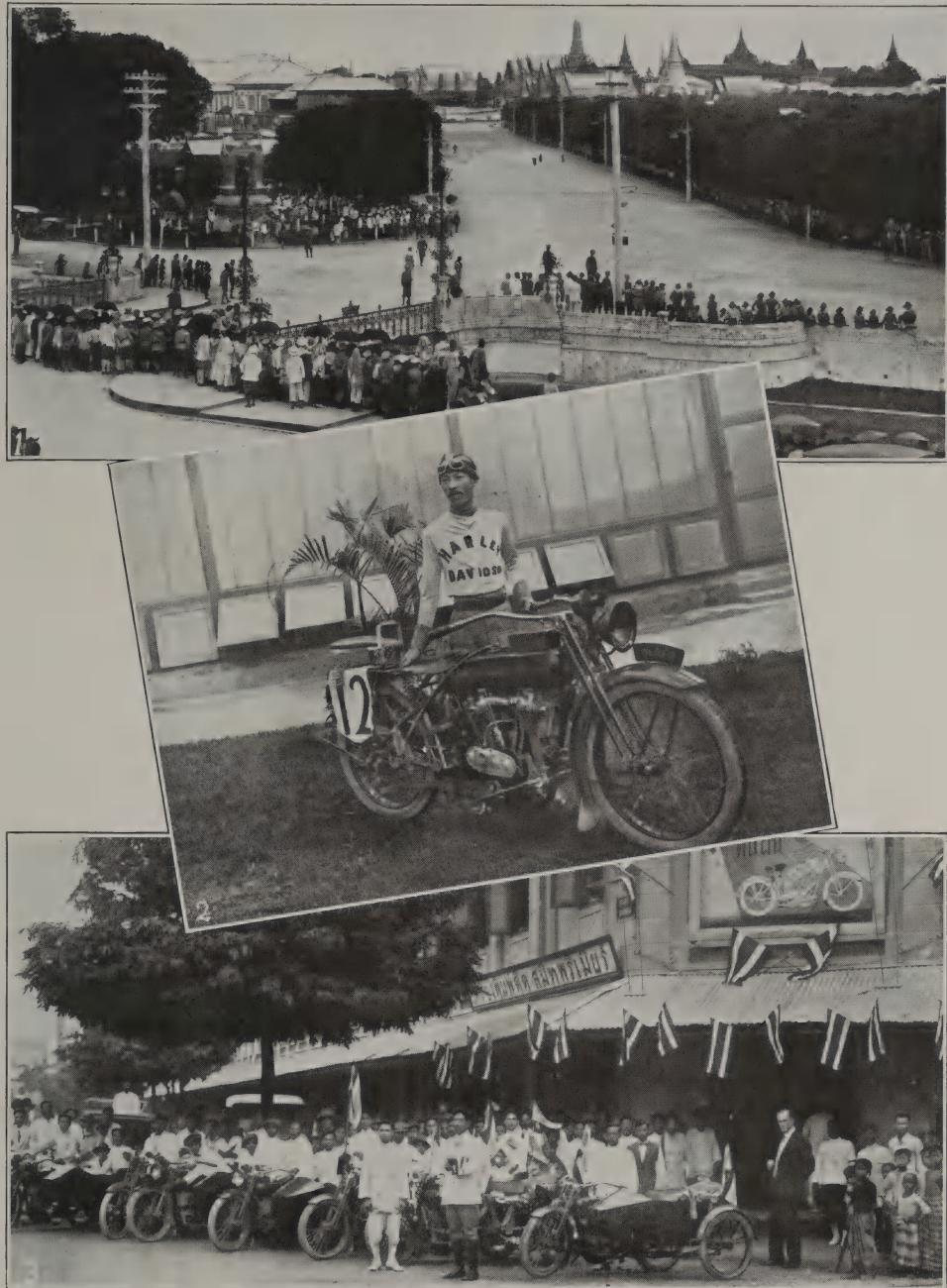
24-30 Candle Power. 6-8 Volt

PRICE, \$6.00

Order through your Harley-Davidson Dealer

squaring plate, or the rider will lose the advantages of regrinding.

If you are not figuring on a 1919 model, it will be a good investment to see to it that your machine is in good running order. Now is the time to do it.



Harley-Davidson Wins the Motorcycle Championship of Siam

1. View of the Race Course During Progress of the Race. The Royal Palace is Shown Just to the Right of the Center of the Picture. His Royal Highness, the King of Siam, Witnessed the Race. 2. Khun Savat, Winner of the Race. He Drove an Electrically Equipped Model 18J. 3. Official Presentation of the Beautiful Loving Cup to the Winner of the Race, August 1st, 1918.

This is Worth Reading

In Active Service with the American Expeditionary Forces

September 7, 1918.

Mr. Kilbert.

Dear Sir:

Things in general have been somewhat topsy turvy for a while. We've been quite busy chasing the "boche" and you can readily see by the papers that we are making a pretty good job of it.

The dirty, low-down cowards can't even put up an excuse of a fight, when it comes down to "hard-pan." About the only kind of warfare they can succeed in, would be the slaughtering of old, helpless, men, women and defenseless babes. They fear us yanks more than the devil, and we give them cause to be afraid. It's surprising the speed they can show when things start. Among the thousands of prisoners we capture, one sees all sorts of characters; some are old, some middle aged, and we even see boys of 12 and 14 years of age. It's the "Klown Prince's" picked troops we like to tramp onto the best, yet they can't fight or even die game. They all seem to think they will get shot soon after they are captured, but are agreeably surprised to get more humane treatment as prisoners than they ever did as subjects of their kingdom.

Of course, war has its horrors—it wouldn't be a war otherwise. Yet, we see many incidents full of humor, right where the battle is at its height. When our Yanks "go over" there never is any confusion or balking, one might readily assume that we were out rabbit hunting, or the like; it's a case of "eating them alive." I've seen men stop and light a cigarette right in the thick of it. One guy said all he dreaded was having to think of the tanks and heavy artillery running over his body after he was dead. Another asked a pal to hold a match to his cigarette while he kept pumping a machine gun, saying in the meantime, "I might do it myself, Sid, but my left wing

has gone to hunt up that ear I had shot off last week." The American artillery men sure can deliver the goods with the wonderful French 75's which use a three inch projectile, can shoot 30 per minute, while the Boche gun of about the same calibre can only put out about 5 or 6 per minute at their best.

A tale is told of a German officer who said there were just two wishes he had, before he was shot, and they were: 1st, to have a good square meal, then to see that three inch machine gun. And now that they are beginning to know that we are actually on the job, they are fast losing their confidence, and their morale is getting lower every day. On the other hand, the French are getting more "pep" every day. All the Allies fight together like one unit.

I can't close without adding a word of praise for the Harley-Davidson machines; they are using them for every conceivable purpose, and they are equal to the occasion every time, and then some.

Trusting that I have not wearied you with my letter,

I am yours respectfully,
CARL I. UPTON.

Another One From France

Private Fred P. Danzer, a Harley-Davidson rider from Racine, Wisconsin, writes the following to Guy H. Dixon, Harley-Davidson dealer in Racine:

"We still have the old Harley-Davidson that we had at Camp MacArthur and it is like an old dried-up man,—it has been on the verge of the grave all the time, but somehow it manages to keep going. It has now run 17,000 miles and I have no doubt that it will finish the 20,000 mark. It has outworn seven machines of other makes and I would rather have it than any other kind that is brand new. If that old machine could talk it would be in shape to write quite a history."

Here He Is!

Lawrence Root, the speedy Indianapolis amateur bicycle racer, is here shown in his latest racing position on a Harley-Davidson Racer. Root is one of the best amateur riders in Indiana and has won more prizes than any one Hoosier who straddled a bike this last year.

Root made a wonderful showing in Chicago Labor Day, where he started in the Franklin Bicycle Derby at Humboldt Park in the 20-mile handicap from a four-minute mark and finished in eighth place, riding all the way in a drizzling rain. He rode the 20 miles in 58 minutes and 14 seconds. It was stated at the finish of the race by professional riders that he rode the most consistent race of any of the participants and had the making of a top-notcher.

Last year Root started training faithfully and performed with marked success, winning many races at Willard Park and Riverside Park, also the State Fair Grounds. This year he not only duplicated his performance but he did much better as is shown by the handsome prizes in his possession.

Root has the right principle of living his model being, "live right and you can do right."—From the Indianapolis News.



Lawrence Root.



W. E. Goodwin of Seattle, Washington.



A Transcontinentalist. Know Who He Is?

From a Missionary in Egypt.
Harley-Davidson Motor Co.
Milwaukee, U. S. A.

Sir J. P. Maclay, the British Shipping Controller, sent out one of your machines with sidecar to me, to be used for taking out convalescents from the various hospitals here in Alexandria. This was sent to me in memory of his son who fell on Gallipoli. I wish I could tell you what a joy it gives these men.

I understand there is only one other Harley-Davidson in Egypt, and it may interest you to know that this one out-rivals them all—I mean this one of mine of 1915 make. I would sum it up in these words: It is swift, safe, and sweet in its running.

While in Cairo last Thursday, a man, who is with the Royal Engineers came up and looked at it, smiling, and seemed as though he had found a long lost friend. I remarked to him: "You seem to be very pleased with the machine, and may I ask why?" To which he replied that he represented your firm for years in the states. (I was so sorry afterwards that I did not ask his name, and now do not know where to find him.)

I may here state that I am not in the motor business. My occupation being a missionary to the Moslems in this country, but since the outbreak of war I have been devoting my time to helping the troops spiritually and socially.

Yours very truly,
 W. Bradley,
 6 Rue Hospital Egyptienne, Alexandria, Egypt.



Photo Taken by C. A. Pierce of Johnstown, Pa., on a Trip to Buffalo Last Summer with His Wife and Child. Besides Ordinary Luggage Their Touring Equipment Included 240 Square Feet of Canvas, a Stove and Cooking Utensils.

The 1919 Gypsy Tour

The annual Gypsy Tour is the one big national motorcycle event of the year.

The first national Gypsy Tour was held in 1917 and 22,000 riders took part. In 1918, in spite of the war, about 25,000 motorcyclists participated.

It is confidently expected that 30,000 to 35,000 motorcycle riders will take part in the 1919 Gypsy Tour which is being planned for June.

It is not too early to make up your mind to take in the 1919 tour. If you have no Motorcycle Club in your locality, organize one, and plan to hold a big Gypsy Tour along with all the other tours in June.

**From a Scranton, Pa., Rider
Now in the Service**

July 2nd, 1918.
 Harley-Davidson Motor Co.,
 Milwaukee, Wisconsin, U. S. A.

Dear Sirs:

Enclosed find picture of myself, and Harley-Davidson motorcycle. I have ridden this machine three months in France at despatch work. Rode it in places where I would not believe a motorcycle could go, over plowed fields, up over hills, where there were no roads, through grass up to the handle bars, over good roads and bad. This machine is now running as good as ever, and it never has had any work done on it. Running every day. The way it stood up under hard work is wonderful, and I cannot say enough in praise of the Harley-Davidson machine.

Yours truly,
 E. R. SPENCE,
 Co. "A" 302 Field Signal Bat., A. E. F., Via New York.

Know Your Motorcycle to Get Service

The more you know about your Harley-Davidson, the better service will you derive from it because you will know how to take care of it, what to do, and what not to do. If some part requires attention, you will be able to help yourself. We firmly believe that a rider who knows something about the effects of improper lubrication is going to be more particular about keeping oil in his tank and knowing what kind of oil goes into that tank than the rider who has been told or who has read that he should use "good oil." The rider who knows why a drive chain that is not properly lubricated will stretch, wear, and break before it has given its normal term of service, will be more careful to give his drive chains the proper attention than the rider who knows only in a general way that chains should be lubricated.

Why One Rider Gets Better Service Than Another

Your Harley-Davidson is built as carefully and ruggedly as high grade engineering and very finest mechanical skill can make it. Practically speaking, one motorcycle is like the other when it leaves the factory, and the reason one rider gets better service than another lies in the way he takes care of his machine.

The 1919 Manual and Lubrication Chart a Big Help

The Harley-Davidson Manual will give you the knowledge necessary to keep your machine in good running order so that a few adjustments and repairs will place it in first class mechanical condition after a year's service. Our 1919 Manual is just off the press. If you have lost or worn out your manual, a copy of the new manual is yours for the asking.

Enclosed with this issue of the Enthusiast you will find a lubrication chart that will be an important aid in keeping your Harley-Davidson in good running

order. Post it in your garage or wherever it will be a constant guide and reminder.

Motors Often Injured by Incompetent Repairmen

When your motorcycle needs attention that requires expert work or special machinery or tools, take it to your dealer. There is a lot of poor work turned out by so-called motorcycle experts. The subject of dealer and factory repair work is covered elsewhere in this issue. Remember that your dealer can take better care of your wants than anyone else, and do not let any so-called expert motorcycle repairman do more harm than good to your machine.

Too often we receive a motor at this factory that was repaired by some self-styled "expert," with the result that it was finally necessary for the dealer to send the job to the factory to make right what the other man had done wrong.

Ask for Information

If you are so situated that a dealer's services are not available, do not hesitate to write us for information, should a question come up regarding the running or care of your motorcycle that you cannot answer. Every Harley-Davidson should be in good running order and every rider a motorcycle enthusiast.



Otto Lehman and Miss Edna Conklin of Rochester, Minn., Who Enjoyed Every Sunday Dinner Last Summer Outdoors with Their Harley-Davidson. They covered 3000 Miles Driving Only One Day a Week.

France Wants Harley-Davidsons

France, November 21, 1918.
 Harley-Davidson Motor Co.
 Milwaukee, Wisconsin.

Dear Sirs:

I have intended writing for a long time but it seems as if I could not find the time to do same.

Your model F machine has sure made a hit in France among the civil population as well as the army. I believe I could sell a hundred of them if I had them over here. There have been a great number of French people trying to buy some of the Government's Harley-Davidsons, but you know that is impossible. I have a friend who is a Frenchman. He wants to give me the money and let me send him one, i. e., a Harley-Davidson, when I get back to the States. He says he is willing to pay any amount of money for same.

I think you will have all the business

you can handle over here after the war if you have someone to boost them, and I would certainly like to get that job selling Harley-Davidsons in France.

Of course, I will come back to dear old U. S. A. after the war, but when I stay there about one month I will be ready to come back. I have been in France since February last and have been in charge of motorcycle repairs and assembling and had about seven years experience before I came into the army. A great deal of my experience has been with Harley-Davidsons. I think I know every bolt, nut and stud on one.

Hoping to hear from you in the near future, I am

Sincerely yours,

C. E. RENFROE
 Sergt. 1st cl., Company 9, 1st
 Mechanics Regt. Air Service,
 A. P. O. 705, A. E. F.

Can You Write a Good Story?

Not long ago we received several good snapshots taken by a Harley-Davidson rider on a fishing trip. The photos were bright, snappy prints, and they certainly told a story of a most interesting trip.

It seemed to us that a rattling good story really ought to go with such a trip as these pictures illustrated, and we wrote to the rider who sent in the pictures asking him if he would write a brief story of his trip. We told him that if his story was as interesting as the photos, we believed that some magazine would be glad to publish the story with the photos. In a few days we received a splendid account of his trip. He did not use any particularly flowery language,—he merely told a simple straightforward story of his fishing trip, but the combination of the pictures and the story was a good one and we sent the material to a magazine we thought could use it.

The publisher of the magazine did use

the story and the photos, and wrote us saying they were glad to get the material.

The point we are trying to bring out is that many motorcycle riders could write good motorcycle stories if they would make up their minds to do it, and if they are particularly handy with their kodak they probably would not have any trouble in interesting some magazine publisher in their efforts. Why not try it? Send an account of your most recent really interesting motorcycle experience together with any photos taken at the time, to the editor of the magazine you think would be most likely to use it; or, if you want to, send the material to us, addressing it to the publicity department, and we will forward it on to the publication we feel would most likely be interested in it.

Understand, of course, we are not promising anything,—we are merely suggesting the possibility of some publisher being interested in a good account of one of your motorcycle experiences.

From a West Hoboken Rider

The letter printed below is from Sergeant, First Class, Ernest Meier, a Harley-Davidson rider from West Hoboken, N. J., who is with M. S. T. U. No. 307, (32nd Division). Sergeant Meier has charge of all motorcycle work in his Division. He is shown mounted on a Harley-Davidson in the accompanying photo:

Harley-Davidson Motor Co.,
Milwaukee, Wisconsin.

Gentlemen:—Enclosed find picture, which I thought a good picture for you to publish in your "Enthusiast." It shows the machines that are being used at the front, and also some of the work that our Unit handles. Our main line is motorcycle work, and we sure have lots of it. We do not scrap any machines no matter how bad a machine is damaged by shell fire or from shell holes,—it is re-built and put back on the road for service.

Our Unit sure has a very good reputation for turning out good work. I am well acquainted with your agent at

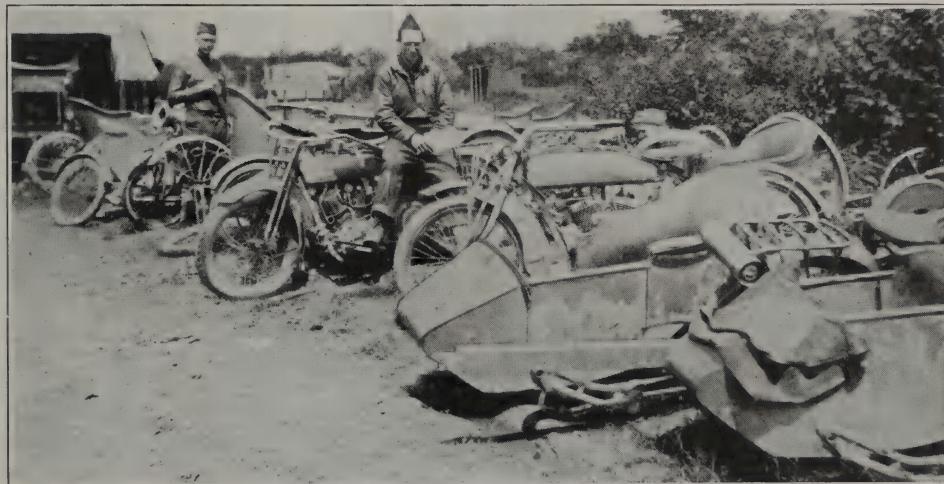
Jersey City, N. J., Morton D. Lantz,—and always rode a Harley-Davidson when I was in the States. This picture was taken very close to the front lines.

Respectfully yours,

Sgt. 1/c Ernest Meier,
Q. M. Corps,
M. S. T. U. No. 307,
A. P. O. No. 734,
American E F.

Nothing Like It

Mr. Frank Schwald, an enthusiastic Harley-Davidson rider, writes in a letter to us recently, that he and Mrs. Schwald have made the trip between Syracuse, N. Y., and Buffalo, N. Y., five times and from Syracuse, N. Y., to Cleveland, Ohio, three times with their Harley-Davidson sidecar. He says that they enjoy the trips more and more every time. They are usually accompanied by Mr. and Mrs. Arthur Wallon, who also own a sidecar outfit, and together they cover a good many miles.



This is the photo Sgt. Meier sent in.

From a Harley-Davidson Booster

3212 Newton Avenue,
San Diego, California.

November 14th, 1918.

Harley-Davidson Motor Company,
Milwaukee, Wisconsin.

Dear Sirs:

I received my copy of the "Enthusiast" a few days ago and want to thank you for it.

I rode my first Harley-Davidson in 1912 and fell in love with it. Since then I have owned and ridden several different makes of machines. None of them gave me the satisfaction that the Old Harley-Davidson does.

I am again riding a Harley-Davidson. It's a three-speed now and sure has pep. It's a '16 but still clips off its 70 per without rattling. A short time ago I made a trip from here to Long Beach, a distance of 135 miles. There are several very tough grades with hairpin turns on the way. Nevertheless I made the entire trip without stop and without getting out of high gear. It's the little things like that that make me a Harley-Davidson booster.

I might say that I ride five and a half miles each day to and from my work over dobe roads which are very mean during the rainy season.

Yours sincerely,
A. E. MORAS.



Marcelino Villaveiran, Winner of the Panama National Sidecar Championship. Villaveiran Covered 375 Kilometers (233 Miles) Over Panama Roads in 8 Hours 17 Minutes.

Wanted— Competent Repairmen

There is a steady demand for high grade motorcycle repairmen and we want to hear from competent, experienced repairmen who wish to make connections with Harley-Davidson dealers.

Repairmen who have been in the service may not in some cases be able to make connections with dealers by whom they were formerly employed, and we will be glad to act as a clearing house for repairmen looking for employment and for dealers looking for repairmen.

W. W. Whiting, 1309 Broadway, Denver, Colo., is looking for an all around Harley-Davidson repairman who thoroughly understands battery, generator and magneto work in addition to regular motorcycle work.

The W. E. Wandersee Co., 1561 Woodward Ave., Detroit, Mich., is in need of two competent motorcycle repairmen who are thoroughly familiar with Harley-Davidson machines.

Harvey C. Heagy, 1200 N. 3rd St., Harrisburg, Pa., is looking for a first-class repairman who is thoroughly competent to take charge of his repair shop.

G. A. Sayers, 117 North 3rd Street, Cedar Rapids, Iowa, wants a repairman experienced on Harley-Davidson machines.

Glenn A. Scott, 307 E. 3rd Street, Marion, Ind., has an opening for two first-class Harley-Davidson repairmen.

J. W. Terhune Company, 239 Main Street, Hackensack, N. J., wants an all around repairman.

J. R. Bolling, Box 333, Winston-Salem, N. C., has an opening for a thoroughly competent repairman who has had experience with Harley-Davidson machines.

C. R. Braunlich & Co., 1012 Market Street, Wheeling, W. Va., need a high-class motorcycle repairman who is capable of taking charge of their repair shop and handle all details in connection with repair shop records, repair order follow-ups, etc.

The Most Popular Harley-Davidson Sweater Coat



This is the most popular sweater we have ever sold. The material is a handsome Scotch heather mixture. It is a deep rich greenish shade produced by a very fine interweaving of dark green and rich brown. The material is all wool, of course—the handsome new "wool-worsted" yarn finish. It is woven with the famous shaker stitch. This is a heavy, fine, close stitch, by far the best stitch ever used for a sweater, because it holds the sweater in shape and prevents undue stretching or sagging. The collar is an unusually heavy full roll storm collar of generous size. Two large pockets are knitted in, in a way to prevent tearing out. The Harley-Davidson shield is a feature of this coat.

One good sweater coat will outlast several cheap ones and give far more comfort in every way. This is the finest sweater we sell. Sweaters are going up in price, so the wool people tell us, and they ought to know, so if you want a really good sweater, get one of these now. Order by number.

FX-305 Price, \$12.00
Sizes, 36 to 44

You cannot buy as good a sweater as this for less money. If your Harley-Davidson dealer has not these in stock order from the factory direct.

338.00-
HADE

The Harley-Davidson Enthusiast

No. 17



What Two Harley-Davidson Dealers Think of the Sport Model

"Bob" Brazenor Co., Inc.

1150 Bedford Avenue

Brooklyn, New York.

April 11, 1919.

Harley-Davidson Motor Co.,
Milwaukee, Wisconsin.

Gentlemen:

The middleweight Sport Model is one dandy machine and for a solo job should be a world beater. My son William rode from the factory in 70 hours of riding time through blinding storms and muddy roads a foot deep in mud and rain. He tells me he never could have made it on a heavy machine at this time of the year. At one place called Millerton, the bridge had been washed away and a farmer told him it would be weeks before the bridge would be fixed so he pulled down some wire fencing and rode up a steep R. R. embankment onto the R. R. ties and rode that way many miles. At another part of the journey he rode the N. Y. C. R. R. ties for ten miles to save going many miles around to find better roads.

Anyhow he arrived safe and sound and quite fresh, and said he could have turned back and ridden back. He said that he never at any time felt tired from the machine. The customers think that it is a marvel and we could sell five right now if we had them.

Power it has to burn and it is next to impossible to stall the motor. We tried it on DOVER Hill last Sunday in the presence of Mr. H. Jameson. Willie rode up half the hill but the rear wheel turned round in the ground till it cut a furrow in the ground. It was no good to burn the motor up so coasted down. If we had a chain it would have roamed up in good style. Willie says it sure can go some up hills and down dales. Better than fifty he has made against an automobile with a speedometer.

I am enclosing to you two pictures which Mr. J. E. French of the Vita-graph Co., took when Willie arrived here after his run.

BOB BRAZENOR.

Guy W. Webb

1026 Marquette Ave.,

Minneapolis, Minn.

April 10, 1919.

Harley-Davidson Motor Co.,
Milwaukee, Wis.,

Gentlemen:

Answering your favor of April 9 in regard to the Harley-Davidson "Sport" model. It has been on two of the Minneapolis Motorcycle Club runs, one to Spring Park at Lake Minnetonka and the other to White Bear and it sure did show up in grand style on both runs.

In some friendly races at Spring Park the little Sport Model generally pulled in ahead at the finish. In the races at White Bear the Sport Model cleaned up. Am enclosing several pictures taken on these two runs.

White Bear citizens after the contests kept making the remark, pointing to the Sport Model "That's the machine, that's the one that did the best."

A rider of another make with a sidecar machine, after watching the contests and noting the Sport's consistent purr, remarked, "If I was going to ride solo that is the only machine I would buy." Another sidecar rider tried it and said, "I didn't think I could ride solo, but this handles easy."

In climbing hills there seemed to be no end to the Sport Model's ability. In fact everybody seems to be immensely impressed with the sterling performances of the "Sport" Model to date, and the outlook for sales is good. Hoping the carload of motorcycles get here the date you promised, I am

Yours very truly,

GUY W. WEBB.

THE HARLEY-DAVIDSON ENTHUSIAST

Published Now and Then by the Harley-Davidson Motor Co., Milwaukee, Wis., U. S. A.

No. 17

M7

Have You Entered for the Gypsy Tours?

The 1919 Gypsy Tours which are to be held June 14-15 will be the greatest ever. There ought to be a tour from every town in the United States, for the splendid prizes which have been put up by the Motorcycle & Allied Trades Association are worth working for.

In addition to the splendid medals offered riders, nine beautiful cups have been put up which will be presented to the motorcycle clubs or groups of riders making the best showing as follows:

A trophy for the tour having the greatest number of motorcycle riders in line.

A trophy for the tour having the greatest number of solo riders.

A trophy for the tour having the highest percentage of military riders. (Also a trophy for the tour with the second highest percentage of military riders.)

A trophy for the tour having the highest percentage of feminine participants. (Another trophy for the tour having the second highest percentage of feminine participants.)

A trophy for the tour having the greatest number of children sidecar passengers under 12 years of age.

Besides these there will be a trophy for the tour having the largest number of entries and one for the tour with the highest percentage of sidecars in line.

Two of these trophies were donated by the Harley-Davidson Motor Company and are illustrated here. The large cup which stands 21 inches high, will be given to the Gypsy Tour having the highest percentage of feminine participants. The other which stands $15\frac{3}{4}$ inches high, will be given to the tour having the second highest percentage of military riders.

Splendid Opportunities for Motorcycle Salesmen

Several Harley-Davidson dealers have asked us to help them secure experienced motorcycle salesmen. If you know of someone who can qualify, we will appreciate it if you will put him in touch with our Service Department. Besides several good openings for experienced motorcycle salesmen, two Harley-Davidson dealers are looking for motorcycle enthusiasts who want to get into the selling end of the business and who are willing to start with moderate pay.

There are a large number of experienced motorcycle salesmen who have been in military service. Some of these for various reasons may not go back to their former positions. If you know of any such, tell them to write to our Service Department giving full details.



Harley-Davidson Wins the Famous Capistrano Hill Climb

At San Juan Capistrano, Cal., April 13

Harley-Davidson Won the Free-For-All Event

Harley-Davidson Made the Fastest Time

Harley-Davidson Broke the Record for the Course

"Dud" Perkins drove his Harley-Davidson over the top of the famous Capistrano Hill in $36\frac{4}{5}$ seconds, beating the next man by $15\frac{1}{5}$ seconds—a remarkable performance.

There were thirty entries and the Harley-Davidson was the fastest machine on the hill



“Dud” Perkins Arguing with the Big Hill



Johnnie Terhune Winning the Open Solo Event



*"T-N-T" Terpening
Winning the Stock Solo Event*



"Big Bill" Specht, Finishing Second in the Open Solo Event

Dover Hill Climb Another Big Harley-Davidson Victory

Dover, N. J., April 13

Harley-Davidson won the open solo event.

Harley-Davidson won the open sidecar event.

Harley-Davidson won the stock solo event.

Harley-Davidson made the fastest time of any solo on the hill.

Harley-Davidson made the fastest time of any sidecar on the hill.

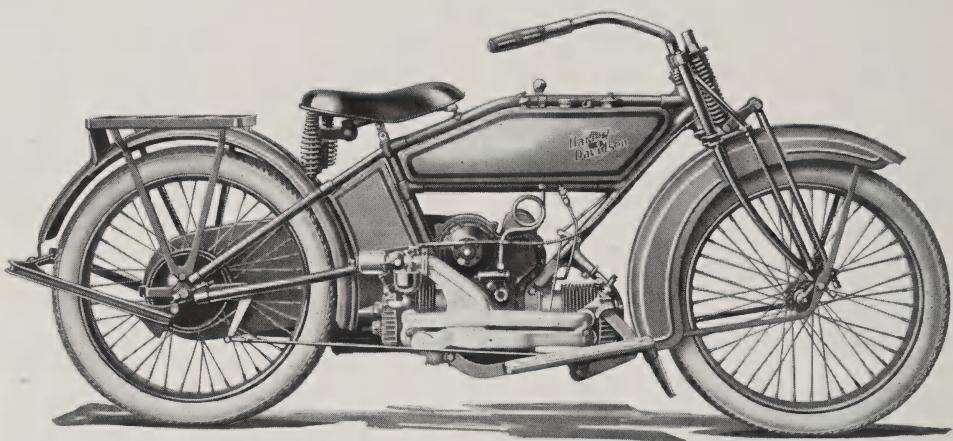
The Dover Hill Climb will go down in motorcycle history as a real classic, and "T-N-T" Terpening, Johnnie Terhune and "Big Bill" Specht certainly made some Harley-Davidson history there which will not soon be forgotten.



Terpening and Terhune, Winners of First and Second in the Open Sidecar Event

The Harley-Davidson

"Boss of the Road"



This latest Harley-Davidson creation is the ideal solo mount. It incorporates all the features the most experienced motorcycle enthusiast can ask for—a balanced opposed twin cylinder motor, three-speed transmission, single enclosed chain drive and full 3" tires.

Its comfort is appreciated most perhaps when the road conditions are unusually bad. Mud—heavy gumbo or just plain "grease"—sand, rough roads or hills—this machine will perform under the most severe road conditions imposed upon it in a truly remarkable way. The extra low saddle position, the low center of gravity (the weight of the unit power plant just

Harley-Davidson Sport Model

"Solo Mounts"

about centers in a line drawn from axle to axle) and the weight of the machine, which is ideal for all solo purposes, combines to put this machine in a class of its own.

No matter how enthusiastic are the praises you hear from riders who have been fortunate enough to ride this latest Harley-Davidson, you cannot really appreciate the qualities it possesses, which make it possible to truthfully call it "boss of the solo mounts," until you have tried it yourself.

A folder describing the Sport Model in detail can be had from any Harley-Davidson dealer.

About Deliveries of Sport Models

In two or three weeks we hope to have Sport Model demonstrators in the hands of every Harley-Davidson dealer in the United States who has a demonstrator order on file at the present time.

As soon as these demonstrator orders have been taken care of we will begin shipping orders to take care of our dealers' customers.

Inasmuch as the production of the Harley-Davidson Sport Models is going forward at a rapid rate, and shipments steadily increasing from week to week, it is only a matter of weeks now before we hope to be able to make reasonably prompt delivery on any Sport Model orders placed.

Motorcycle News of General Interest

The question of control of motorcycle competition which has been bothering the big race promoters in the United States for the past year or so finally has been settled.

The Motorcycling & Allied Trades Association, the big national organization composed of all the prominent manufacturers of motorcycles, motorcycle parts, tires and accessories, has taken over the control of motorcycle competition for the United States and has appointed a Competition Committee.

Between the lines one can read that this will mean some big events in motorcycling this year, for the M. & A. T. A. is the organization which put over the famous Gypsy Tours the past two years. That this organization is competent not only to control, but to promote big national motorcycle contests is a foregone conclusion, and its Competition Committee has just announced a program of five big national races, a national hill climb and a national endurance contest. That is a big program for one season but the greatly increased interest in the sport of motorcycling on the part of the boys returning from service overseas and in the camps where motorcycles were used so much certainly warrants it.

The five national speed events which have been tentatively decided on are as follows:

A program of races on the Tacoma Speedway.

A Pacific Coast Championship at Ascot Track, Los Angeles. Distance 200 miles. Date June 22.

A race meet on the Sheepshead Bay Speedway, New York—Distance to be decided later on.

A revival of the famous Dodge City national 300 mile Championship, to be

held this year on Labor Day.

And the first annual American Tourist Trophy Road Race.

The place has not been selected for the Tourist Trophy event as yet. The M. & A. T. A. hope to find a well surfaced course which can be properly patrolled and which at the same time will include a good stiff hill or two which will necessitate the use of the transmission gears. Another point which must be considered in the selection of the course is that the race should be held close enough to one or more big motorcycle centers so that a large crowd is assured. Definite dates for the five big events have not yet been decided, but it is expected that they will be announced within the next week or ten days.

The National Endurance Contest and the National Hill Climb sanctions will probably be awarded to the motorcycle clubs which are in a position to put on the largest and most successful trials.

* * * * *

The Touring Committee of the Motorcycle & Allied Trades Association has decided to present each motorcycle rider with a handsome medal who makes a pleasure tour this season of 1000 miles or more. There will be three classes of medals. One will be given to riders making a tour of 1000 miles or more, but not exceeding 2000 miles. Another medal will be given those making a tour of 2000 miles or more, and a third to riders making the complete trans-continental trip. All motorcyclists contemplating an extensive tour are invited to write to Mr. W. H. Parsons, Chairman of the Touring Committee, 450 Fourth Ave., New York City, for particulars governing the awarding of the medals.

Do You Wonder Why Harley-Davidson Motorcycles are Popular?

The Harley-Davidson motorcycle is not only built right but the Harley-Davidson dealer organization is such that a rider can go practically anywhere with the assurance that his wants will be taken care of by a competent repairman when repairs are needed. This is brought home in the following letter from Mr. Michael P. Fitzgerald, 321 Station, Wilmerding, Pennsylvania:

"Last summer I took a trip to Niagara Falls on my 1917 Harley-Davidson twin cylinder with sidecar, and would like to call your attention to the good repair work done by your dealer, William Schlichter of Dunkirk, N. Y. This trip was made in August, and the following month, September, I took a trip to Atlantic City with the single machine alone, and at York, Pa., your dealer, Harry O. Young, also did excellent repair work for me. Nearer home your dealer, John Thomas at Greensburg, Pa., also does good work, while J. R. Ciampetto at Irwin, Pa., and Bert Ripple at Turtle Creek are right on the job.

Have had many enjoyable outings with my motorcycle and would not want to be without one and have been treated well by your dealers."



TAKEN IN GERMANY

*Prvt. Emery G. Sharron, 3rd Army Motor Section.
Home address is 616 St. Clair Street,
Ashland, Wis.*

Many Dealers and Repairmen Took Advantage of Factory Training

Forty-eight Harley-Davidson dealers either personally finished the three weeks' course of mechanical instruction at the Harley-Davidson factory this past winter or sent their repairmen to Milwaukee for this training. Every phase of Harley-Davidson repair work was thoroughly covered in this course, and the men who acquired this training are well equipped to take care of the needs of Harley-Davidson owners.

Dealers attending this winter came from all quarters of the country, and the fact that many of them were under considerable expense to come to the factory, speaks well for their desire to give Harley-Davidson owners high grade service. Every man attending the course finished with an excellent grading.

The factory school for dealers and repairmen has been in operation for three years, and plans for an even bigger and better school next year are under way.



A Harley-Davidson "Submarine"

New Jersey Motorcycle Club Active

The New Jersey Motorcycle Club, of Newark, N. J., will hold its twelfth annual endurance contest on May 29th-30th, 1919. This event will be the premier contest of the East and will be a 24-hour affair covering between 500 and 525 miles of the state roads of New Jersey, Pennsylvania and New York. The schedule to be maintained is 20 miles per hour at night and 25 miles per hour daytime, for both solo and side-car contestants.

The route is as follows—Leaving Newark at 8:30 p. m. May 29th the riders follow the Jersey coast through Tom's River to Absecon, here swinging right for Camden. Crossing the Delaware River into Philadelphia a short stop will be made for breakfast and the run resumed on a 25 mile per hour schedule, passing up the Schuylkill Valley to Reading and thence via Allentown to Easton. From this point the Delaware is followed through the Water Gap to Port Jervis, across country to Monticello and beyond to Newburgh, here turning for Newark via Sufferns and Paterson.

Gold medals, silver cups, sterling silver and bronze medals in addition to many accessory prizes will be awarded and team trophies for groups of three riders are special awards.

Entry blanks are ready for distribution. Further particulars may be had by writing E. B. Holton, 128 Mapes Avenue, Newark, N. J.

Test Ignition Switch Every Time You Stop Your Motor

If you ride an electric model, see if your ignition switch has released by trying to sound your horn whenever you bring your motor to a stop. As long as the horn can be sounded the switch has not released. If your machine is equipped with a model 250 generator with manual switch, you have forgotten to turn the switch key to the OFF position if the horn can be sounded after your motor has stopped running. If your machine is equipped with a model 235 generator and the horn can be sounded after the motor has been stopped, the switch will release if you crank the motor.

Your battery will discharge in a very short time if your ignition switch is left closed while the motor is not running. As a precaution, therefore, form the habit of putting your thumb on the horn switch as soon as your motor stops running.

Another Order From France

The following is taken from a letter sent in by S. C. Hamilton, Harley-Davidson dealer at Pittsburgh, Pa.:

"Just received an order from France for a machine, from a party I do not know, who lives in Butler, Pa., and his closing lines are as follows: 'The Harley-Davidson is a wonder over here, in fact, it is the only machine which can stand the rough use of which they are put through.' "

Is There a Motorcycle Club in Your Town?

There should be a motorcycle club in every town in the country. If no active club exists in your town at present, organize one now and hold a Gypsy Tour this year. Four or five live-wire riders can start a successful club. Why not get busy?

Do You Subscribe to a Motorcycle Magazine?

Now and then some Harley-Davidson rider asks us to give him the names and addresses of the motorcycle journals so that he may subscribe to one or more of them.

There are three motorcycle magazines published in the United States. We suggest that you write to all three magazines for sample copies and then subscribe to the one, or ones, which most appeal to you.

Here they are:

Motorcycling & Bicycling
No. 542 South Dearborn Street
Chicago, Illinois.

Motorcycle & Bicycle Illustrated
No. 450 Fourth Ave.,
New York.

Pacific Motorcyclist and Western Wheelman
No. 900 Marsh-Strong Bldg.,
Los Angeles, California.



Half a century ago travelers' tales of the size of the giant Sequoia of California (Redwood) were looked on as fables. This picture shows a Sequoia with an opening through its bore through which a motorcycle can be driven, and this particular tree is not a large one as the species goes.

Competent Repairmen Needed

The impetus given the motorcycle business this year and the existing shortage of experienced motorcycle repairmen has resulted in an increased demand for men who can take charge of dealers' repair shops, and men who are competent to handle motorcycle repair work in all its phases.

Can you help to fill the need? If you have had any practical motorcycle repair experience and are looking for an opening, read carefully the opportunities listed on the inside back cover of this issue of the Enthusiast. If you are not a repairman yourself, perhaps you know of some competent motorcycle repairman who has just returned from military service. If so, you may confer a favor on him by suggesting to him that he get in touch with one of the Harley-Davidson dealers listed. The need for competent men is immediate and Harley-Davidson dealers will appreciate any help you may render, either directly or indirectly, to help fill the need.



"Here is a photo of myself taken in one of the training camps on the Eastern Coast while in the dispatch service. I had the fastest machine in the camp and I generally let them know it," says Hal Wohanka.

A Big Clean-Up in Australia

January 25, Mr. O. S. Burton, driving a Harley-Davidson motorcycle and sidecar, won the great Northam-Perth road race, thereby winning the road championship of West Australia and the West Australian Motorists' cup.

Mr. Burton covered the sixty-nine-mile course in 1 hr. 44 minutes, breaking the previous sidecar record by 8 minutes. He averaged 39.8 miles per hour, which is remarkably good for a sidecar outfit considering the course.

The One-Mile State Championship of West Australia, Too.

Following up the brilliant Harley-Davidson victory in the Northam-Perth road race, the Harley-Davidson achieved another success in the one mile road championship held on the Toodyay road February 9, when Mr. R. Schiller, driving a Harley-Davidson motorcycle and sidecar, won the sidecar championship in the record time of 1 min. 3 seconds.

An interesting feature of this race was the fact that two Harley-Davidsons competed and both machines made better time than any of the other competitors.



EDUARDO FIGUEROA

In European countries motorcycling as a sport has considerable interest for the aristocracy. As an example, Eduardo Figueroa, the well known Spanish motorcyclist and holder of several championship records, is the son of Count Romanones, former President of the Spanish Ministerial Council.

Wanted—Competent Repairmen

The demand continues for high grade motorcycle repairmen and any one who can qualify will do well to communicate with one of the following dealers:

Glenn A. Scott, 307 E. 3rd St., Marion, Ind., has an opening for a first-class Harley-Davidson repairman.

The Enterprise Motor & Cycle Company, 128 West First St., Oklahoma City, Okla., is looking for a high grade repairman who can take charge of a large motorcycle repair shop.

J. B. Werner, 934 Main Ave., Passaic, N. J., is in need of a competent all-around repairman, preferably one who has taken a course of instructions at the Harley-Davidson factory or had experience with a Harley-Davidson dealer.

The Carl W. Bush Co., 518 Broad St., Newark, N. J., is looking for three first-class repairmen. They want one man who can locate and correct any form of trouble, electrical or otherwise. This man should also be able to handle customers. They want another man who is very good at motor repair work. They also want one who has had some experience as an enameler and striper, and can also do general motorcycle repair work.

"Art" Ross, 532 St. Catherine Street, West, Montreal, Canada, is looking for an all-around high grade man to take complete charge of his motorcycle repair shop. Mr. Ross prefers a man who speaks both English and French, and has had a factory training, although these qualifications are not essential if the man is otherwise competent.

H. L. Dipple Co., 534 Mass. Ave., Indianapolis, Ind., are looking for a first-class motorcycle repairman.

The Mitchell Machine & Electric Company, Paducah, Ky., is looking for a man to take care of the selling and repairing of motorcycles and bicycles. This man should be competent to take care of this dealer's entire motorcycle business.

The Heinz Motor Co., 611 West North Ave., Baltimore, Md., is in need of an all-around motorcycle repairman who can serve as assistant foreman.

J. W. Terhune Co., 239 Main St., Hackensack, N. J., wants an all-around repairman.

J. R. Bolling, Box 333, Winston-Salem, N. C., has an opening for a thoroughly competent repairman who has had experience with Harley-Davidson machines.

C. F. Braunlich & Co., 1012 Market St., Wheeling, W. Va., need a high class motorcycle repairman who is capable of taking charge of their repair shop and handling all details in connection with repair shop records, repair order follow-ups, etc.

Pennuto Bros., 809 Collins St., Joliet, Illinois, are looking for a first class Harley-Davidson repairman. A man who can sell motorcycles and take charge of a complete motorcycle department is preferred. This is a steady all-the-year-around position.

J. H. Evans & Son, 925 Wabash Ave., Terre Haute, Ind., want an experienced bicycle repairman.

Dell Ilmberger, 532 E. 5th Street, Sedalia, Missouri, is looking for a competent motorcycle repairman, preferably one who can also do bicycle repair work, although that is not essential.

The Hobbie Motor Car Co., 217-23 Lee Street, Montgomery, Alabama, is in need of one high grade motorcycle repairman, and one first-class parts stock man. Applications should be made promptly.

Wm. Hirschberg, 28 E. 5th Avenue, Gary, Indiana, is looking for a first-class Harley-Davidson repairman. Excellent opportunity for the right man.

A competent all-around Harley-Davidson motorcycle repairman is wanted by the Harley-Davidson Cyclery, Stockton, California. This is a permanent position. State age, experience, and salary expected in your application.

David S. Miller, 519 Broadway, Logansport, Indiana, wants an all-around competent repairman, and will pay good wages to the right man. Living expenses at Logansport are very reasonable.



*The first Yank and Harley
to enter Germany. 11/12/18*

"The First Yank to Enter Germany"

THE photograph reproduced above was sent to Gus Castle of Atlanta, Ga., by Sgt. James Reese Brewer of Motorcycle Company No. 305, Motor Dispatch Service, American Expeditionary Forces, France. In sending the photograph to Mr. Castle, here is what Sgt. Brewer said:

"Enclosed you will find a picture I am quite sure will interest you. This picture was taken in Germany, Nov. 12, 1918, by a German photographer in a small town across the border and shows the German army moving to the rear in the German retreat across the Rhine. The driver of this Harley-Davidson did not know at the time the picture was made that he figured so plainly, but a month later an M. D. S. man riding through this town found this picture in a German photographic shop, so of course he bought all they had, and luckily I got this one. He was absolutely the first American soldier to enter Germany."

It seems to us that this picture is of more than passing interest. A careful study of the expressions on the faces of the Hun soldiers shows that the American motorcycle driver was the subject of considerable interest, to say the least.

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The Harley-Davidson Enthusiast

No. 18



UNIVERSITY OF ILLINOIS LIBRARY

JUL 1 1919

The Coast to Coast Tourists

Stolen Harley-Davidsons Will Be Listed in the "Enthusiast" Hereafter

Beginning with this issue, Harley-Davidson motorcycles reported to us as stolen will be listed in this magazine. Considering that the "Enthusiast" is read by all registered Harley-Davidson owners, this should lead to the recovery of practically every stolen machine, and act as a check against future thefts. You personally would not want to lose your machine that way, and can appreciate the predicament and feelings of fellow riders whose machines are stolen. Let every Harley-Davidson owner lend his assistance, and motorcycle thefts will soon stop. Aside from these considerations, the owner of a stolen machine is almost invariably glad to pay a handsome reward for information leading to recovery.

To keep our list accurate and complete, any theft, as well as any recovery, should be reported to us immediately. We feel sure that this service is going to be appreciated by our readers.

MOTORCYCLES STOLEN

Harley-Davidson, 1919 Model, with sidecar; Motor No. L-19-A-14013; electric model. Reported by George S. Carver, 191 Water Street, Binghamton, N. Y. Reward \$25.00.

Harley-Davidson, 1918 Model; Motor No. 18-T-2863; License No. 786 Connecticut; electrically equipped, olive drab color. Stolen from garage May 8, 1919. Owner, H. N. Barnes, 452 Spring Street, Devon, Milford, Connecticut.

Harley-Davidson, 19-J Model with sidecar model No. 191-L; Motor No. L-19-A-13888; Sidecar No. 19-L-13285; Firestone tires; cover on car; Solar sidecar light; Kay Bee spotlight; J-M speedometer; Weston Ammeter; Air Cushion Saddle; Corning Clear Lense; Special front license holder with flat holder. Stolen May 7, 1919. Reported by Carl W. Bush Company, 518 Broad Street, Newark, N. J.

Harley-Davidson, 1919 Model with 1918 sidecar; Motor No. L-19-A-14689-A; Sidecar No. 18-L-12400; Weed back-rest; F. N. Tandem seat; Corbin-Brown speedometer and a sidecar apron. Stolen May 1st from in front of Odd Fellows Temple. Reward, \$25.00. Reported by Cycle Sales Company, Inc., 251 W. Seventh Street, St. Paul, Minn.

Harley-Davidson, 1918 Model; Motor No. L-18-T-13984. Purchased from W. J. Walker, 163 Massachusetts Avenue, Boston, Massachusetts. Owner, Paul Schiekat, 153 Salem Street, South Lawrence, Massachusetts.

Harley-Davidson, 1918 Model; Motor No. L-18-T-9688; License No. 11319 N. J.; Metal mudguard on the front wheel reaching to the hub from each mudguard. They are painted same as machine. Machine has Stoll tandem. Purchased from Sterling Motor Company, Darien, Connecticut, April, 1918. Stolen May 5, 1919. Reward \$50.00. Owner, S. Andrews, % Peerless Rubber Manufacturing Co., New Durham, New Jersey.

Harley-Davidson, 1915 Model; Motor No. L-9735-K; License No. B-392; Painted like 1919 Model. Crack in the transmission on left hand side where the starter crank bearing connects to the transmission. Also three or four spokes out of the rear wheel and two out of the front. Stolen May 3, 1919. Owner, Stanley Anger, 892 Van Dyke Avenue, Detroit, Michigan.

Harley-Davidson, Motor No. 19-A-15359; License No. 7402; Gray cushion on tank; tool box on tandem, which was damaged on left hand corner; spokes of the back wheel were painted Harley-Davidson color; Mosler Vesuvius spark plugs. Reported by Frances A. McClure, % Port Vue Delivery, McKeesport, Pennsylvania. Reward \$50.00.

Harley-Davidson, 1917 Model, with sidecar; Motor No. L-17-T-2529; License No. 13195; olive drab color; red Firestone tire in front; blue streak Goodrich tire in rear; a blue Dayton pennant on rear of machine; back-rest on seat. Stolen April 22, 1919, from John R. Wise, 340 Park Street, Dayton, Ohio.

Harley-Davidson, 1917 twin cylinder model; Motor No. L-17-T-3056; License No. 11174; new Firestone shoe on front wheel; new gasoline tank on left side; speedometer. Stolen on May 7 from Mr. Joseph Allen, Jr., 538 Jocque St., Perth Amboy, N. J.

Harley-Davidson, 1916-J Model; Motor No. L-3077-M; License No. 42-W. Stolen on May 13th at 11th and Windlake Avenues, from Milwaukee Gas Light Co., Wisconsin Street, Milwaukee, Wisconsin.

Harley-Davidson, 1919 Model; Motor No. 19-A-538. Stolen on May 12 from the Gary Steel Mills, Gary, Indiana. Owner, Mr. A. Gemeinhart. Reported by Hirschberg Cycle & Supply Co., 28 East Fifth Ave., Gary, Indiana.

Harley-Davidson, 1918 Model; Motor No. 18-T-2295; color, olive drab. Owner, Mr. B. M. Fero, 717 Franklin Ave., Wilkinsburg, Pa. Reported by S. C. Hamilton, 5817 Penn Ave., E. E., Pittsburgh, Pa.

Harley-Davidson, Motor No. 7698-M. Owner, Leo Pearlman, Reported by S. C. Hamilton, 5817 Penn Ave., E. E., Pittsburgh, Pa.

BICYCLES STOLEN

Harley-Davidson, special model, Serial No. 923043. Owner, Harry Webster, 661 Milwaukee Street, Milwaukee, Wisconsin.

Harley-Davidson special model, Serial No. 921852. Owner, Fred Burrell, 718 Main Street, Worcester, Mass. Stolen May 10.

THE HARLEY-DAVIDSON ENTHUSIAST

Published Now and Then by the Harley-Davidson Motor Co., Milwaukee, Wis., U. S. A.

No. 18

The Open Cut-Out Freak

Did you ever make a close inspection of that species of animal that burns the public highway, endangering lives, riding a motorcycle with the cut-out wide open? Nine times out of ten you'll find his face still bears the bloom of youth. His chin and upper lip have a sparse sprinkling of fuzz incubating from down to real whiskers. His empty dome is crowned with a shock of unkempt hair. Native soil has accumulated in each ear to deaden the sound of his noise maker. Grease and dirt are accumulated over his mount—and he imagines himself a motorcyclist. But he's growing so lonesome in his opinions.

The time was, many years ago, when, perhaps, two of the distinguishing characteristics of the motorcycle were noise and dirt. But during the past few years there is no line in which more rapid strides forward have been taken than in the improvement of the motorcycle. It has become a quiet, reliable, dignified pleasure machine. The manufacturers have exerted their every effort to bring

the motorcycle to its present high standard and naturally resent the bad odor given to motorcycling by these few freaks.

The Harley-Davidson Motor Co. has opened an active campaign against the open cut-out, and especially the devices to accentuate the noise which have been used by some riders and dealers.

All of the other leading motorcycle concerns are supporting this fight against the open cut-out. They realize motorcycling is thrown into disfavor many times by just one wild noisy ride, and therefore are quite willing to join in "settin' on" the public nuisance.

In some places very adverse legislation has been suggested against the motorcycle and it lies entirely with the rider and the dealer to keep up the high standard that Harley-Davidson and other producers are striving to maintain, and thus prevent legal discrimination against this clean, wholesome, red-blooded sport and pleasure.



Harley-Davidson and Van used by Packard Motor Co. by Field Inspector and Truck Inspector at Newark, N. J.

Motorcycle Shortage

Mr. Duncan Watson, Managing Director of the Harley-Davidson Motor Co., of London, England, is a prominent figure in the European motorcycle world, being a member of the principal committee of the Auto Cycle Union, the Governing Motorcycle body in Great Britain. Incidentally, he is also a member of the London Chamber of Commerce and the American Chamber of Commerce in London.

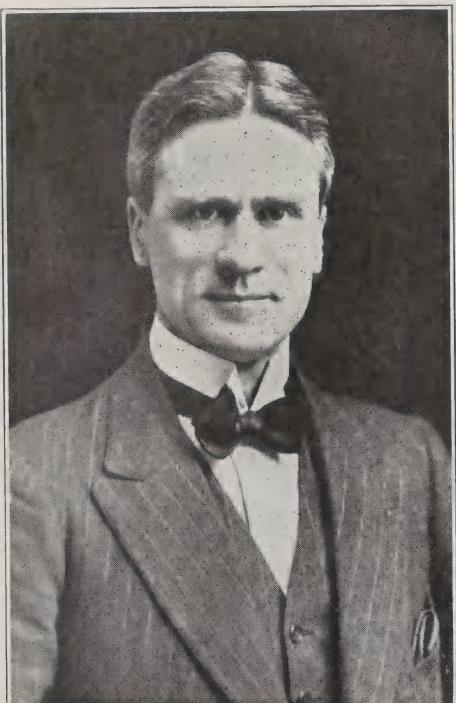
During his recent visit at the Harley-Davidson factory Mr. Watson was asked about the future of the motorcycle in Great Britain. He replied: "Simply great. The demand will be so large that there is bound to be a tremendous shortage of motorcycles. It cannot be avoided." Mr. Watson further stated that the British Market would require a million and a half motorcycles to fill the post-war demand, and that the

British Isles alone would require approximately a million of these.

"How great will be the demand for American made motorcycles," Mr. Watson was asked. He replied: "If you were to transport the whole great Harley-Davidson factory organization to England, the whole year's production of Harley-Davidsons would be absorbed without any great effort. In America you do not seem to comprehend the vastness of the British Market. In the British Isles one sees twenty motorcycles to every motor-car on the road. The British post-war demand for motorcycles will not be satisfied until one million and a half motorcycles are put into the British Empire. British buyers will have nothing but the very best in the way of motorcycles. That is one of the reasons for the popularity of the Harley-Davidson. The sidecar is *the* machine now-a-days, and it is becoming increasingly popular."

Mr. Watson does not mean that a million and a half motorcycles will be required in a single season. What he points out is that before the supply reaches the demand, a million and a half motorcycles will be absorbed.

That there is bound to be a tremendous shortage of motorcycles during the next eighteen months is an assured fact. In fact this year, the American Manufacturers will not be able to take care of the domestic market alone, to say nothing of the foreign field where American made motorcycles have greatly gained in popularity during the past two or three years.



Mr. Duncan Watson

No Open Mufflers in England

Lieut. R. W. Enos, writing from his post in France, says:

"Looking back over my stay in England I cannot recall a single instance of an open muffler. England seems to be entirely free from the open muffler curse."



"Ask the Men in the Service—They Know"

"Getting Some Rep"

Le Mans, France.

Dear Old Pal Gus:

Well, we got in 50 new Harley-Davidsons, 1919 war models, and say, they are the best I ever rode. The Lieutenant said to get eight of them ready and we would try them out. One of the boys knew a peach of a road, just out of town where you cross the railroad and go up a steep hill. Well, we raced out that road, up and down long hills, and those new Harley-Davidsons ran like a clock. I never saw anything

that had these new Harley-Davidsons beat on a getaway. Say Gus, the Harley-Davidson is sure getting some wonderful "rep." Take it from me, you won't have any trouble selling them; they will sell themselves. And you will have some backing by the boys from over here who drove them, and they know what they are talking about.

Your old pal,

DUKE.

Ernest Chasser,

2nd Co., 2nd Reg. A. S. M., A. E. F.

Registration is a Protection in Case of Theft

Three times within the last month police departments have wired us for the names and addresses of the owners of recovered stolen machines,—only one more reason why your machine and your friends' machines should be registered. Registration cards are furnished for the asking.

A Veteran Motorcycle

Harley-Davidson Motor Co.,
Milwaukee, Wisconsin.

Gentlemen:

Take a look at this poor, neglected motorcycle of yours! It's been through the mill and the war too, or rather the wars. This machine has served us in



good faith, pulling home all the broken down motorcycles of various makes that we have used here. It has been through all the principal battles in which our Army participated, has been in France for more than a year and a half, and is running yet in spite of the fact that it bears many a battle scar and has been wounded.

We just decided to wash it up a bit and put on its wound and service stripes, to which it is rightfully due and shall get, but some of the dirt and mud must come off first.

It has carried wounded men, ammunition, motor parts, food, and hauled sand for use in building cement structures and is still in active service with no desire or need for retirement. I am sending you a picture I took of the faithful old boy that has stood by me so faithfully throughout the war.

The home-made sidecar is of my own make and pattern, and of which I am somewhat proud, for it has also stood the test and passed 100%.

I was detailed with two of my men last week to travel as escort guard to the King and Queen of Belgium. They are both sports and aviators as well, and

when in a car they drive very fast and their cars are geared high for the purpose due to the good roads of which Europe can boast.

Well, I was told where to go and to get in front of them to clear the roads for the long train of fast cars which would, of course, follow that of the King and General Pershing.

Well, they sure set a merry pace, but we were on Harley-Davidsons and we stayed just one leap ahead of Mr. King and all way, in spite of the fact that the chauffeur had his gas control lever slammed right down to the floor.

The Queen was surprised that a motorcycle could stay in front of her cars as they did, and let me tell you this, her feelings made me feel rather indignant for these are American motorcycles and all three riders were Americans as well, and had no intention of letting any European automobiles pass us up.

It was, however, the fastest and maddest ride I ever had, but leave it to the Harley-Davidson to show 'em up.

From 50 to 60 miles an hour was our pace all the way and we kept it up for an hour.

Thanking you kindly and hoping to hear from you again, I remain

Yours respectfully,
CORPORAL ARTHUR E. FURLEY.

You Don't Have To Worry When You Buy a Harley-Davidson

Accompanying a recent request for literature, a Harley-Davidson rider made the following statement:

"I have had four models of your machines the past year, a 15, 16, 17 and 18. All were used machines, but I discovered that it was not necessary for one to get a new machine to get a 'Good One,' as long as it is a Harley-Davidson."

Makes Trip Into Germany

January 12, 1919.

Harley-Davidson Motor Co.,
Milwaukee, Wisconsin.

Gentlemen:

It is with a great deal of pleasure that I write this little testimonial of the good old Harley-Davidson motorcycle.

To begin with, will say that I have been riding a Harley-Davidson since 1910 and held the selling rights for them up until the time I enlisted in the army when war was declared. Soon after the signing of the armistice on November 11, my outfit, the third division repair shops, started from Bar-le-Duc in France over the long road to Germany. We had some forty or fifty trucks and a number of touring cars and three motorcycles, one of which was a Harley-Davidson which I rode. It was raining when we started out, so the roads were very slick. I had to ride up and down the convoy as they moved along to keep the trucks in communication with each other, so I covered about three times the distance that the other machines did. Day after day we plowed through water and mud. Sometimes the mud was so deep as to come up over

the foot-boards, but still the old Harley-Davidson waded right through. After four days out one of the other machines developed engine trouble and had to be loaded on a truck. After a week out the other one went to the bad and had to be loaded also. The Harley-Davidson made the whole trip without a particle of trouble from start to finish. Considering the work that it was called on to do over the road that we encountered in many places, its performance was little short of remarkable.

I have been in a position to see the comparative merits of different machines since coming over here. All of them have been subjected to a very severe test, but the Harley-Davids have made a wonderful showing wherever they have been used either with sidecars or as solo machines. All of the dispatch riders and others who ride motorcycles over here are strong for them.

With best regards, I remain

Fraternally yours,

SGT. H. L. JENNISON,
A. P. O. 740,

With the Army of Occupation.



Lieut. Wm. S. Rosamund, who is with the A. E. F. in France

Motorcycles Stand Test in Aviation Service

Issoudun, France.

Harley-Davidson Co.,
Milwaukee, Wisconsin.

Dear Sirs:

I received the Harley-Davidson "Enthusiast" today, and was pleased to get it and will tell you a little about the service the machines are giving here.

This is the largest Aviation Camp in the world and has been using from 40 to 60 Harley-Davidsons and a few other makes. Anyone who has ever driven a motorcycle in the service can tell you what an awful strain and test they have to live through. French mud is death on any machine. They have to be ready for service at all times and the Harley-Davidson is standing the racket better than any other make of motorcycle here.

We drove the same machine (a Harley-Davidson) each working every other day, for two months, and never was pulled in. This same machine had been in hard service for nine months. The Harley-Davidson sure has the right kind of stuff in it, the engine seldom gives any trouble.

The machines are used to chase airplanes that have made a forced landing away from camp, for fast mail service throughout France, for general taxi service and other uses too numerous to mention.

I have driven a Harley-Davidson between ten and fifteen thousand miles in France under all kinds of conditions and still believe they are the best machines made for all kinds of riding.

CORP. ARTHUR L. GUNN,
2nd Depot M. Trans. Dept., A. E. F.



THE NEW "WATCH ON THE RHINE"
Sgt. A. Josenhams, with the Army of Occupation
Mounted on a Harley-Davidson



This photo was sent in by Sgt. Ernest P. Meier, while with the Army of Occupation. Sgt. Meier is seated in the sidecar. This photo, we believe, was taken at Coblenz, Germany.

Motorcycle Has to Stand Some Grind in France

France.

Harley-Davidson Motor Co.,
Milwaukee, Wisconsin.

Gentlemen:

I have spent six months in France in charge of Motor Transportation for 329 Inf. and have been working with English as well as American makes of machines, and have decided beyond question that the Harley-Davidson is the most economical and best buy a fellow can make in the motorcycle line. We have found that they cover more miles with less repairs and remain on the road after others "go out" trying to do their "bit" with the Harley-Davidson. I am leaving France soon and will want to be riding a Harley-Davidson after getting back in civil life. A machine that stands the test we are putting them through over here has got to be a good one, and the way your motor does the job has proven to me that I will make no mistake in the purchase of a Harley-Davidson.

Very truly yours,

Sgt. C. C. WEIGEL,
Hdq. Co. 329 Inf.,
A. P. O. 762, A. E. F.

An Order From One Of Our Soldiers In Germany

The following letter was recently received by the Harley-Davidson dealer in Easton, Pa.:

Gelsdorf, Germany
January 13, 1919.

"Mr. C. R. Boyer
Boyer Cycle Company
Easton, Pa.

Dear friend Boyer:

Am writing you a few lines to let you know I am alive and well and am enjoying myself fine. Now, Mr. Boyer, I want you to order me a Harley-Davidson motorcycle with sidecar and have it fully equipped, and have it ready for me when I arrive in Easton. Also, go up to Brunners and get me a license if you can. Will close now with best regards to all.

Your old friend,

ROBERT GLENWRIGHT,
Company A 149th M. G. B.
A. E. F., P. O. 715."

Note:—Mr. Glenwright is a dispatch rider. He served on the Mexican border and later went to France to get the Kaiser.



Sgt. Dolan, of Regimental Headquarters (in the sidecar) delivering orders to Battalion Headquarters in Kesselheim, Coblenz, Germany. Sgt. A. Josenhaus is driving.

A Fifteen Year Old Dispatch Rider

Arthur Rowley, who hails from Loveland, Colo., and who incidently was a Harley-Davidson rider before he entered the service, recently has been acting as a dispatch messenger for Secretary of State Lansing with the Peace Conference in Paris.

J. F. Kunce, Harley-Davidson dealer in Loveland, Colo., recently received the following letter from Pvt. Rowley:

"I thought I would drop you a few lines just to let you know that I am still alive and riding a good old Harley-Davidson now, the only one that has made good over these rough roads. Lots of our men were _____ men when they came over here, but they have changed their minds now since they gave the motorcycles the test themselves. I am now riding a new military model, which I am sending you a snap shot of, for Secretary of State Lansing with the

Peace Conference in Paris. I have been in Paris for about a month now and like it fine all except their one lunged taxi cabs they have got here. They have no traffic rules here and it looks like a stampede just about dark.

I have been pretty lucky so far in only having one smash-up since I have been here, and I had that one on New Years day, smashing my sidecar and rear end.

This new military model, you will see, has the wide flat front fender, and the sidecar is made considerable different with no door in it, and with no black stripes on motor or sidecar.

Yours truly,

PVT. ARTHUR ROWLEY,
463 Motorcycle Co., M. T. C.,
American Expeditionary Forces,
A. P. O. 702,
Paris, France.

7,000 Miles Without Repairs

Otto Grimm of New Haven, West Virginia, writes us that he has a record for most riders to think about. Riding a 1918 model Harley-Davidson, Mr. Grimm covered 8000 miles of dirt road, with one puncture, and one blowout. During this time he did not spend a cent for repairs, the machine being driven most of the time with a sidecar.



Private Rowley Was Fifteen Years Old When He Enlisted

Cut Out the
Open
Cut-Out

First "Over the Top"

Every year a keen rivalry exists among motorcycles and dealers as to who tops the Sierra Nevada mountains first.

The Kimball-Upson Company, Harley-Davidson dealers in Sacramento, Calif., wired on May 9th that a Harley-Davidson stock machine driven by Carl Mankel, with Ben Shoenbackler as tandem passenger, was the first to go over the top.

The magnitude of the feat can be imagined when it is realized that these daring riders traveled over an elevation of 7,600 feet for a distance of 419 miles, with snow from three to fifteen feet deep for a distance of fifteen miles.

The telegram closes: "Absolutely no mechanical trouble."



This Harley-Davidson outfit which attracted much attention in the Victory Loan parade in East St. Louis, Ill., was fitted up by the States Motorcycle Company, Harley-Davidson dealers there. Harry Losser shown at the front of the machine, is the manager of the States Motorcycle Company, and formerly of the United States Navy.



Mrs. Margaret Skinner, driving, and Mrs. Fisk of Eugene, Oregon, both Harley-Davidson enthusiasts



This is not a U-Boat—it's a Harley-Davidson
Albert Krouke of Roseburg, Ore., crossing Wilson Creek at the foot of Brewster Mountain



Wm. Brazenor, who rode from Milwaukee to New York on a Harley-Davidson Sport Model
in 70 hours' riding time

Useful On the Farm

FOREST DALE FARM

RICHARD D. DEFOREST, PROP.

Amsterdam, N. Y.,
January 24, 1919.

The Harley-Davidson Motor Co.,
Milwaukee, Wisconsin.

Dear Sirs:

In reading the "Enthusiast," I am impressed with the letters of praise that you receive from Harley-Davidson riders all over the world, and I wish to add my bit to the list of Harley-Davidson merits.

I have been a Harley-Davidson rider since 1916, having had two machines, and am now riding a 1917 model, electrically equipped, with sidecar. I am a farmer, and I have found this motor to be intensely practical in my business.

People wonder why I do not purchase a big touring car, but I find that my "Jimmie" answers both business and pleasure purposes to just as good ad-

vantage, and the upkeep and cost of running is a great deal lower. I have used it to deliver butter to private customers in the City of Amsterdam, carrying from 100 lbs. to 250 lbs. of butter at a time, and I also run it all over the farm, over furrow and sod, to carry gasoline and oil to the tractor. And I have taken our country doctor on long trips, over both rough country roads and through snow where he was unable to run his car.

A hired man also owns a Harley-Davidson, and once in the early winter, when it was very icy, and our horses were not sharp, it was necessary to take a load of grain to the mill, but we solved the problem by piling about 600 lbs. of grain in each machine, and we got to the mill just the same.

Wishing you continued success in the motorcycle game, I am

Very truly yours,
(Signed) RICHARD D. DEFOREST.

More and More Police Departments Adopt Harley-Davidsons

"Once upon a time" Billy Sunday, in his own way, said that he who follows the crowd will awake in the gloomy region of sulphurous atmosphere, and Postum says, "There's a reason." If the crowd—the vast majority of humanity, "shoot the chutes" instead of hitting Brother Billy's saw-dust trail—there's a reason. The road is smoother, the scenery is more alluring along the way and it's a down-hill pull. In brief—it's so much easier that the crowd can't withstand the temptation to take the easy road.

When the general public grasps any idea and it spreads broad cast—there's a reason. When the Police Departments in the cities all over the country adopt the Harley-Davidson machines—there's a reason.

What is the reason? "Ask the men in the service—they know."

During the month from April 15 to May 15 over 20 more cities have placed the Harley-Davidson machines in their Police Departments. These orders have ranged from one machine up to 35.



A Member of the Tampa Police Department
and his favorite mount

From Fall River, Mass., to San Francisco With a Harley-Davidson

By Louis L. Brown.

Leaving Fall River and many friends, amongst whom were several motorcycle riders who thought I was starting something I couldn't finish, I headed out for San Francisco some thirty-five hundred miles away. As for myself, I had as much confidence in getting there as I would were I starting by train.

My first day took me winding up over the Mohawk Trail through Springfield, Pittsfield and into Albany, New York. Here I spent my first night. Next morning I started out towards Niagara Falls. This little trip I planned to make in two days. The roads were excellent and going through northern New York state is very interesting touring. After going through Syracuse, Utica and Rochester I landed in Niagara Falls, where I spent my third afternoon and evening.

The following morning, leaving the roaring Falls behind me, I started on my journey down along the Great Lakes heading direct for Chicago. This took me to Buffalo and then into hilly Pennsylvania. Going through Pennsylvania by way of Erie the roads were dirt, but in good condition. Then through Ohio, stopping at Cleveland and Toledo. In the greater part of this state the highways were in good condition and good time could be made. From Ohio I went into Indiana and, after stopping a couple of hours in South Bend, continued on, arriving in Chicago rather late in the evening.

After spending a couple of days in Chicago, I headed out through Illinois with no particular stops in view, but just stopping off over night wherever I might be when it overtook me. It had rained hard most of the time while I was in Chicago, and after I had left the huge city about forty miles behind I ran into bad, deep mud. With the idea that I might as well plow through it then as any time, I plowed through 112 miles

of it that day, landing in a little town called Calamus, just the other side of Clinton, Iowa.

The following morning it rained and I did not start out. In the afternoon I drove a couple of miles into Wheatland, where I laid over until noon the following day when the roads had started to dry. The roads being very rutty after the rain I only drove to Nevada, Iowa, that day, but early the next morning I started out again going through Cedar Rapids and Council Bluffs; I landed in Omaha at about 5 P. M.

After a short stay in Omaha, I started out to cross the American plains. When about thirty miles west of Omaha, I found that good roads were a thing of the past. The principal obligation was chuck holes averaging from six to eighteen inches deep, and these lasted the entire distance across the state of Nebraska. I spent three days in crossing this state by way of Grand Island and North Platte, where I stopped for a couple of days. One more day and I was in Cheyenne, Wyo.

The next morning, leaving Cheyenne and the rolling plains behind me, I was starting into something entirely new. I was ascending into the Rocky Mountains. In a couple of hours I was at Tie Siding the highest point on the Union Pacific railroad. From here looking to the south I could see the snow-capped mountains of Colorado and the scenery was wonderful on all sides.

Up until this time I had stopped at hotels every night, but now it was going to be hard to hit a hotel every night without cutting some days very short or making others very long. Along towards night, as I was drawing close to Rawlins, Wyo., I met four automobile parties, who were in camp for the night. After talking with some of the party for several minutes, they asked me to camp with them over night.

This I did without being asked twice, for this was to be a new experience for me. I went next to Rock Springs and Evanstown and in a couple of days descended into Salt Lake City. All of this time and until I reached California, I either camped out or stayed at ranches.

When I left Salt Lake City I was just heading into the toughest part of my journey, across the deserts of Utah and Nevada. My first day's journey through the sand took me by Orres Ranch and I arrived at Fish Springs Ranch that evening. From Orres Ranch to Fish Springs Ranch was the longest jump without civilization on the entire trip, it was 60 miles, and out here gasoline sells for 65c per gallon.

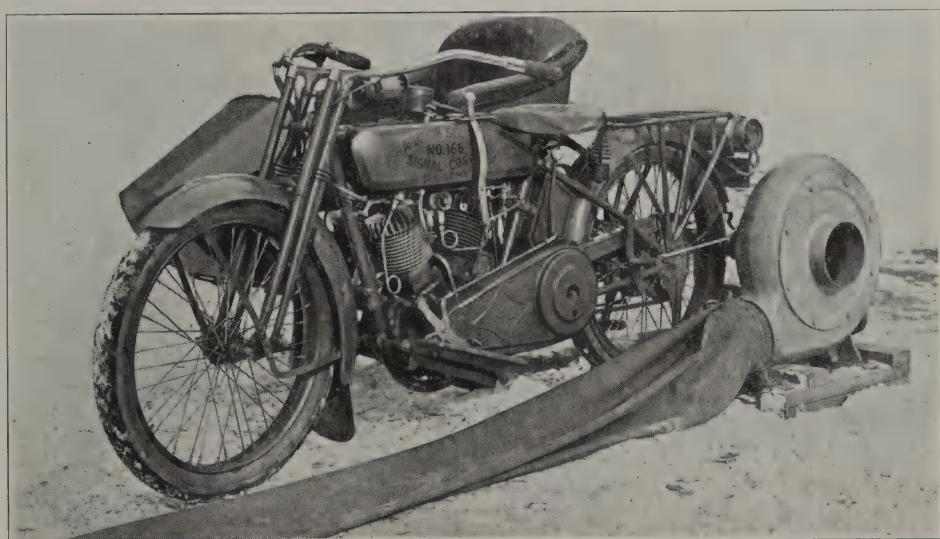
There isn't a great deal to tell about this barren region except that you plow through sand from morning till night and purchase gasoline, etc., from ranches.

I crossed the desert by way of Ely and Austin. Just outside of the last

named city was the only place in the entire trip where I really got stuck. It is noted in the Blue book that the alkali flats through this section are impassable in wet weather. I got caught in a heavy rain about thirty miles from Austin and had to stay out there over night until the flats started to dry next day. After getting out of that I went on into Fallon, from there to Reno, and then on into California, where I had fine roads again.

Then on the last leg of my journey I went up through Truckee, by Lake Tahoe, down through Sacramento into Oakland, and finally across the bay to San Francisco.

Before closing I wish to say that out of the twenty-four days which I rode in making this trip, it rained eleven, and after pushing through several hundred miles of mud the Harley-Davidson Motor never refused to start once.



FOR TESTING OBSERVATION BALLOONS

This Harley-Davidson was used at the United States Army Balloon School at Fort Omaha, Nebr., to inflate observation balloons with air for testing purposes. With this machine it was possible to inflate a balloon of 35,000 cubic feet in 30 minutes. A 3" air line from the blower directed on to the cylinders kept them very cool, and no trouble was ever experienced with the motors overheating.



A FEW OF UNCLE SA

These Pictures W

The walls, floor and framework of the assembling depot shown in view
The roof



S HARLEY-DAVIDSONS

Taken in France

6 and 8 are made of boards from motorcycle and sidecar crates and boxes
of canvas

6th Big Harley-Davidson Victory Already This Year

Harley-Davidsons won all four events at the Hill Climb held by the Queensboro Motorcycle Club at Cold Spring Harbor, Flushing, L. I., May 25.

Here's the Summary:

Open solo class—Harley-Davidson first,
“Wild Johnnie” Terhune.

Open sidecar class — Harley-Davidson
first, Ray Weishaar.

Stock solo class—Harley-Davidson first,
“Wild Johnnie” Terhune.

Novice solo class—Harley-Davidson first,
Meola.

The Cold Spring Harbor hill was a terrific grade for any machine to attempt to climb. Starting with a 40% grade it got worse and worse as it went up. The going was very rough, due to sand pits, old tree stumps, etc. The grade was so steep that some of the machines turned over backwards.

The Harley-Davidson was the only motorcycle to go over the top under its own power.

The Queensboro Hill Climb turned out to be another real Harley-Davidson clean-up.

Harley-Davidson Wins at Portland Races

THE Portland race meet held May 31 and June 1 was one of the big motorcycle events of the season and some of the best riders in the country assembled for the great test for supremacy. As usual, the Harley-Davidsons carried away their share of the winnings. It may not look sociable, but when the boys straddle the Harley-Davidsons, they just get the habit, and carry home the prizes.

"Red" Parkhurst broke the mile track record, going around in 48½ seconds. He and his Harley-Davidson also pocketed first money in the two five mile and the ten mile 7 H. P. stripped stock events in 4 minutes 12-2/5 seconds for each five mile event and 8 minutes 17½ seconds for the ten mile race.

C. J. Winger, a Harley-Davidson rider, won the 15-mile 7 H. P. stripped stock Northwest Championship in 13 minutes and 1 second.

Harry Brandt won the second day 15-mile 7 H. P. stripped stock Northwest Championship in 13 minutes 10 seconds, riding a Harley-Davidson machine.

Hugh Harrison and E. Miller, riding a Harley-Davidson, won the 5-mile 7 H. P. sidecar event.



"Red" Parkhurst



Harry Brandt

More Questions to Test Your Knowledge of the Construction and Proper Maintenance of Your Harley-Davidson

We started something with the questions in a recent issue of the Harley-Davidson Enthusiast, judging from the number of requests for the answers. These requests are a criterion of the fact that Harley-Davidson riders want to understand the construction of their machines and know how to keep them in good running order.

Here are thirty more questions selected from the list used in the examinations at the factory school of instruction. This school is training repairmen of Harley-Davidson dealers at the present time, and naturally the tests to which these students are put, and the questions that they are asked in the examinations require a considerably closer and more thorough knowledge of the construction and repair of the different models than was expected of the enlisted men.

The answers to the questions below will be published in the next number. Why not write out what you think are the correct answers and then judge for yourself what you really know about your Harley-Davidson? The instruction manual will be found a big help in arriving at the correct answers. If you haven't a manual, copy will be mailed you upon request.

1. What is the length of inlet and exhaust valve springs?
2. How can excessive carbon cause a motor to knock?
3. What method is recommended to properly remove carbon?
4. How is piston pin locked?
5. How many times should this locking device be used? Why?
6. What is inlet valve lifting mechanism clearance?
7. How and where is inlet valve lifting mechanism clearance measured?

8. Why is it essential to have proper clearances between inlet and exhaust lifter mechanism?
9. Why is it essential to use proper oil?
10. Describe in full how mechanical oil pump works.
11. Describe in full how mechanical oil pump may be vented.
12. How can mechanical oil pump be adjusted to feed the proper amount of oil?
13. What will cause mechanical oil pump to give serious trouble during cold weather?
14. How often should crank case be flushed? With what?
15. How can oil supply in crank case be renewed?
16. What is the proper gap of Berling magneto points? Bosh magneto points? Dixie magneto points?
17. What is the proper method of cleaning the breaker points?
18. What will be the result of running the motor with a retarded spark?
19. What is the proper gap between the spark plug points?
20. How will too wide a gap at spark plug affect the running of the motor?
21. What is the result of a very close spark plug gap?
22. What will result from too wide a spark plug gap and a dirty collector spool?
23. How can dirt or oil be removed from collector spool?
24. What is the effect of dirt or oil on breaker points, on the action of the motor?
25. How can a misfiring cylinder be located readily?
26. How often should magneto be oiled and with what kind of oil?

27. What are the functions of a carburetor?
28. How is the proper float level determined?
29. What is the result of improper float level?
30. What are the two principal causes of carburetor flooding?

The rider will find that to know the answers to these questions will not merely satisfy his curiosity, but will be a big help in knowing how to keep his Harley-Davidson in good running order. One of the above questions refers to the

length of the inlet and exhaust valve springs. One of the questions in the last set referred to the effect of weak valve springs on the action of the motor. The rider who knows what the length of his valve springs should be and what the effects of weak valve springs are, will know when to replace his springs. The other questions and answers can be put to as equally practical use.

As a closing tip we repeat that a careful study of the manual will be a big help in answering the questions with which the reader is not familiar at the present time.

From Cheyenne, Wyo., to Kenosha, Wis., In Five Days

Ralph Peterson of Kenosha, Wis., has made a record that is not to be sneezed at. He drove a 1918 electric equipped Harley-Davidson from Cheyenne, Wyo., to Kenosha, Wis., in five days. Peterson made his speedy trip starting from Cheyenne at 9:30 Tuesday morning arriving at his home in Kenosha at 6:30 Saturday evening. His trip cost him \$16.00 including his board and a room at hotel two nights, at which time it rained. The trip was made over some very severe roads.

Speeders Must Beware Police

H. L. Peters of No. 330 Pearl Street just sold ten more Harley-Davidson motorcycles to the police department, which makes a total of 16 Harley-Davidsons for that department. The park department has two Harley-Davidsons, the health department two more with sidecars, the engineers' department and the playgrounds department a Harley-Davidson making a total of 22 Harley-Davidson motorcycles in the different city departments.

—Buffalo (N. Y.) Times,
April 15, 1919.



THAT TUG-OF-WAR

A tug-of-war is always popular at motorcycle outings, and the same rider seldom wins twice, for some unknown reason.

Timely Hints to Tourists

Numerous inquiries come to the factory as to the proper equipment for the motorcycle when starting on outings and tours. Following is quoted from a letter by our Service Manager to such an inquiry:

"The time to make your trans-continental trip ought to be right now. With your machine and equipment in good mechanical condition, such a trip can be made successfully without a great deal of extra equipment. We suggest that you carry the following:

1. An assortment of screws, nuts, cotter pins and washers.
2. One tire chain.
3. A supply of drive chain repair links.
4. A smaller than standard engine sprocket, for your travels may take you into exceptionally hard pulling.
5. One gallon of good motor oil for reserve and when you hit stretches where the gasoline filling stations are far between, reserve at least one gallon of gasoline.
6. One regular Harley-Davidson tool kit.
7. One sidecar wrench.
8. One extra exhaust valve and spring.
9. Two extra spark plugs.
10. A couple of rolls of friction tape.
11. An extra casing and two tubes, together with a good tire repair kit.
12. A compass.
13. A rainproof suit.

If you are driving an electrically equipped machine, also carry some extra bulbs, fuses and insulated wire.

If you have not already registered with the Competition Committee of the M. & A. T. A. for a long distance touring medal, please call on or write the Chairman, Mr. W. H. Parsons, care Motorcycle and Bicycle Illustrated, 450 Fourth Ave., New York.

If you have the time to stop at the factory, be sure to pay us a visit. You will undoubtedly carry a camera with you. If you take any interesting pictures, we will be glad to be remembered with copies. A report of your experience upon completion of the trip will also be appreciated."

Stolen Harley-Davidsons

(Continued from page 2)

1917 three-speed Harley-Davidson motorcycle, motor No. L-17-T-10796, 1919 Illinois state license No. 1109, equipped with Jones speedometer No. 501273. Owner, Mr. Albert Ottone, 504 Park Avenue, Willmette, Illinois. Stolen on March 31st, 1919, from in front of Police Station. Reward, \$25.00.

1918 Harley-Davidson with sidecar, motor No. L-18-T-16375, owned by Nick Oancel, reported by Mike Hirschberg, 28 East Fifth Ave., Gary, Indiana.

18 J model Harley-Davidson with sidecar, motor No. L-18-T-16732, sidecar No. 19-L-12918, reported by Mr. A. D. Hartwick, Hillsdale, New Jersey. Stolen on May 27, 1919.

1918 Harley-Davidson, motor No. 18-T-16716, equipped with Presto tank back and nickel headlight, F. & N. Tandem with tan cushion, and Pennsylvania Vacuum cup tires. Notify Ben Wailor, 196 8th St., Detroit, Michigan.

Three-speed 1916 Harley-Davidson, motor No. 15526-MS, license No. 1183. Stolen on May 20th, 1919. Reported by Mr. James R. Bolling, 117 West Third Street, Winston-Salem, North Carolina. Reward offered, but no amount given. Machine is colored grey and has a Prest-O-Lite outfit.

1917 Harley-Davidson, motor No. 17-T-14365, license No. 6615, reported by W. E. Wandersee Co., 1561 Woodward Avenue, Detroit, Michigan.

1918 Harley-Davidson with sidecar, motor No. L-18-T-13776; owner, A. T. Reinhardt, 15 Baldwin Street, Newton, Mass., reported by H. A. Salving, Harley-Davidson Motor Co., Boston, Mass. Equipped with F. N. Tandem.

1919 Harley-Davidson with sidecar, motor No. L-19-A-932, sidecar No. 19-L-7467, stolen May 28th, 1919, license No. Maine 104. Equipped with 3 Firestone tires, Jones speedometer, and sidecar apron. Reported by Mr. H. N. Beach, Waterville, Maine.

1916 Harley-Davidson, motor No. 2406-M, reported by R. Budelier, San Diego Motorcycle Shop, 648 Market Street, San Diego, California. Machine is olive drab in color. Was taken out of dealer's shop. Is thought it will probably show up in Arizona.

Wisconsin Endurance Run Another Sweeping Victory

THE Wisconsin 3 day Endurance Run held May 30, 31 and June 1st was a fearful 3 day grind, nearly half of the run being made over backwoods trails in Wisconsin's famous great North Woods. Heavy rain made the roads next to impassable in many places.

Sixteen riders actually started. Just half of these were Harley-Davidsons.

Only one sidecar finished with a perfect score—and it was a Harley-Davidson, driven by Wm. McCowan.

Only one solo machine finished with a perfect score and this was a Harley-Davidson, driven by Claude Smith.

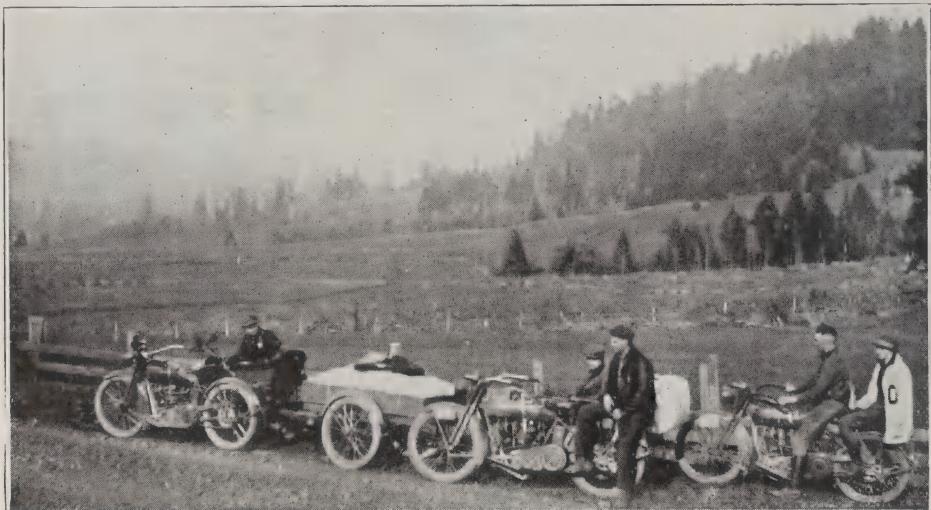
Both of the perfect score Harley-Davidson machines were ridden by genuine private owners.

The four highest scores were Harley-Davidsons.

Only seven machines finished the run and six of the seven were Harley-Davidsons.

A Harley-Davidson Sport Model, the only one entered in the run, finished with a score of 985 thereby defeating every other machine entered in the run, except the two perfect score Harley-Davidson winners. A delay of thirty minutes in securing gasoline before starting out on the morning of the 3rd day was all that prevented the Sport Model from getting a perfect score.

The Wisconsin 3 day Endurance Run was certainly a typical Harley-Davidson cleanup.



HARLEY-DAVIDSON TOURISTS

"Returning from an outing in mountains where we spend every Saturday and Sunday," says Clyde Fisk of the Fisk Motor Co., Harley-Davidson dealers of Eugene, Oregon.

A Millionaire Motorcycle Enthusiast

M. M. Belding, Jr., of New York, the well known silk manufacturer, shown in the picture riding a Harley-Davidson at Palm Beach, is one of the most enthusiastic motorcyclists in America. Since this picture was taken, Mr. Belding has purchased one of the New Sport Models. He is quite prominent in industrial, financial and club circles—owns four automobiles, but for real sport, mounts his Harley-Davidson.

Rapid Growth Of a Dealer's Business

James A. McQueen, the Harley-Davidson dealer at Schenectady, N. Y., recently placed an order with the Company for twenty-eight motorcycles and twenty sidecars.

It was only a few years ago that Mr. McQueen was selling motorcycles as a side line, and now he is ordering them by the carload. This shows what can be done by a good live dealer who goes out after business.



M. M. Belding, Jr.

Lubricate Your Inlet Valve Stems

Do not forget that a few drops of good motor oil placed on your inlet valve stems daily will prolong the life of the valves and inlet housings. Lack of lubrication at this point means considerably shortened inlet valve and housing life.

With one of the recent issues of the "Enthusiast" was included a complete lubrication chart. If you are not using this chart, it will pay you to begin. A copy of the chart will be mailed upon application.

Ford Company Buys Harley-Davidson Bicycles

Although the Ford automobile is known as the Universal car, apparently, there are some things that a Ford cannot do. From Detroit comes the announcement that the Ford Motor Company has just purchased some Harley-Davidson bicycles for use by Ford watchmen in and around the plant.

Is This a Record?

S. Anlyornsen of Brooklyn, N. Y., claims to have a record that is something worth while. He has ridden a 1915 model Harley-Davidson 24,000 miles and has only spent 18 cents for repairs. He has driven his machine for three years over all kinds of roads, and it is needless to say it is still in good running condition.

40,000 Miles With a 1912 Model

"I wish to tell you how my old 1912 model is still giving me the best kind of service," writes C. W. Bly, East Rochester, N. Y. "Along in December, 1918, I finished riding 40,000 miles. At the end of 38,000 miles I had to put on new platinum points."



SPEEDY BOY CYCLIST

Garrell Noel, age 14 years, who rides a Harley-Davidson racing bicycle is one of the fastest sprinters in Houston, Texas, where Herbert L. Flake, 1120 Texas Avenue, is our dealer. He is shown posing with a Chronicle loring cup which he won in a recent race. If he keeps on going the way he is at the present time, there is no doubt that he will be one of the champion bike riders of the country when he gets to be about 20 years old.



A Few Crank Cases in the Making in the Harley-Davidson Plant

More Victories

All Important Events Show Big Harley-Davidson Winnings

The Crotona Endurance Run

The rainy season made the beginning of the famous Crotona Endurance Run look like one of the real undesirables. The rain kept pouring, up until the starting of the 535-mile grind over fierce roads.

It was plainly evident that the long drag was going to be a real test for motorcycles. This was proved when almost half of all machines, other than Harley-Davidsons, were unable to complete the course.

Twenty-nine Harley-Davidsons started and twenty-four completed the course. This was 83% finishing. Of the nearest competitor, only 60% endured the hardships.

Seven Harley-Davidsons came through with a perfect score. These riders were Henkel, Weishaar, Stuart, Falrey, Terpening, Wennick and Woods.

R. S. Woods rode the only Harley-Davidson sport model in the run and brought it through with a perfect score.



R. S. Woods

Cedar Rapids, Iowa, May 25

The Cedar Rapids Motorcycle Club pulled off a 207 mile endurance run here Sunday, May 25. The Harley-Davidson came through with a perfect score, the only make that did. Harley-Davidsons won 1-2-3 order. The run was from Cedar Rapids, Iowa, through Waterloo, Marshalltown, Belle Plaine, and from there to starting place. Average 25 miles per hour.

Wheeling, W. Virginia, May 30

Harley-Davidson won all solo events—Maldwin Jones won three firsts, Emery Herrod two seconds and Chester Cheshire one first.

Newark, New Jersey, May 30

Thirty-nine entries to New Jersey Endurance Run, twenty-two finished. Harley-Davidson team consisting of Specht (1000), Hascall (1000) and Terpening (976). Werner on Harley-Davidson sidecar, perfect score. Pete Pasquarella on Harley-Davidson, perfect score.

Richmond, Virginia, May 31

Harley-Davidson won all races, Denham, a new convert to Harley-Davidson, being the star performer.

Watertown, N. Y., May 31

The Harley-Davidson won the three-mile solo and the sidecar races.

Carlisle, Pa., May 31

At the Carlisle Races the three and five mile professional races won by Harley-Davidson machines. The Harley-Davidson also won first and second in the three mile amateur event. Track record broken by Peters on a Harley-Davidson.

Greeley, Colorado, May 30

A Harley-Davidson ridden by Krieger won the feature event—the ten mile open.

Kunce riding a Harley-Davidson took the three mile sidecar and the five mile sidecar events.

Krieger broke the one mile track record with his Harley-Davidson in his attempt to make the best one mile time trial of the day.

The Sport Model

Points About the Power Plant

This compact unit power plant embodies many refinements of particular interest to experienced motorcycle riders.

Power is transmitted to the gear-set by the very simple expedient of placing a single spiral intermediate gear between the crank shaft and the transmission shaft, upon which the clutch is mounted. This makes a unit of the motor and transmission and eliminates the short drive chain. The bottom of the transmission case is open so that the splash or spray from the crank shaft keeps the transmission parts thoroughly lubricated at all times.

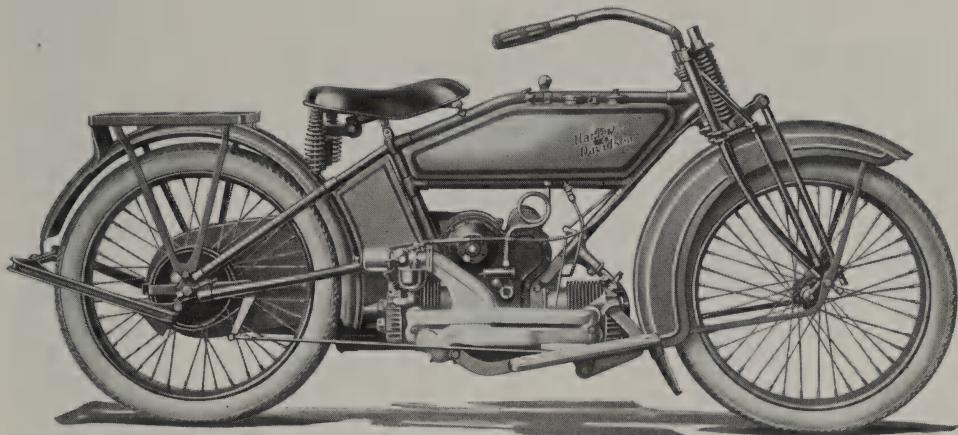
The clutch is a multiple disc steel plate clutch running in a constant spray of oil.

The automatic oil pump keeps the motor, transmission and clutch supplied with oil as long as there is oil in the tank.

Built to Handle Present-Day Fuel

The superheated manifold is something new in motorcycle construction. By means of a by-pass from the exhaust pipe, that part of the intake pipe where condensation is most likely to occur, is heated to a temperature high enough to prevent manifold "loading," and the proper vaporization of present-day fuel and consequent economy of operation is assured.

A dust baffle is fitted to the carburetor intake to prevent particles of dust reaching the inside of the motor.



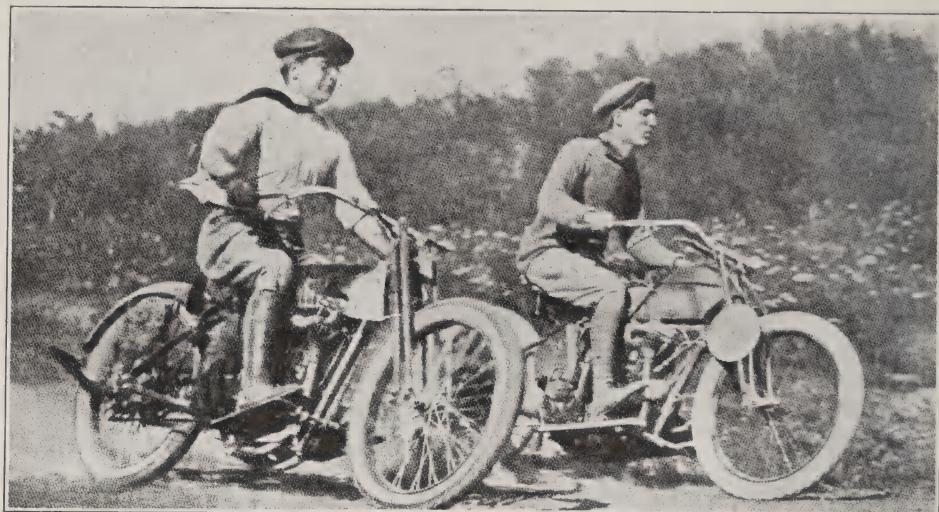
The New Harley-Davidson Sport Model. The Boss of the Solo Mounts, and the Wonder of the Motorcycle World

Easy Starting

The Sport Model motor is the easiest motor to start that we have ever seen. It requires but little effort to turn over the motor at a speed great enough to start it on the first or second stroke of the starter.

Its Starting Performance

Harley-Davidson dealers tell us that they could never realize that any motorcycle would perform as the new Sport Model does, if they had not actually ridden it themselves. This machine will run so slowly, pick up so quickly, and at the same time so smoothly that its action defies any written description. It must be ridden, or at least seen in action, to make one appreciate its qualities—and withal, it is fast, very fast, for a motor of its size.



Jorge Bosch at left with his Harley-Davidson, winner for the seventh time of the Carreras Primaverales (Spring Races) of the City of Buenos Aires, Argentine, South America

Another Big Scoop for the Harley-Davidson in New Zealand

At the Championship Meeting at Palmerston North, New Zealand, C. Mangham on a Harley-Davidson won the New Zealand Championship.

B. Crawley, also riding a Harley-Davidson, won the 10 mile open motorcycle event held the same day.



R. L. Kennett, the popular New Zealand Harley-Davidson rider, the winner of several big races there.

No Road Can Stick it in Fiji

C. S. R. Co.

Rewa-Nausori,
Suva, Fiji.

The Harley-Davidson Motor Co.,
Milwaukee, U. S. A.

Dear Sir:

My Harley-Davidson is still going strong and has never given me a minute's trouble. It's just the sort of motorcycle that suits Fiji. No road here ever sticks me and you would be amazed if you saw some that I go through, in fact they are not roads, but bush tracks. It takes the Harley-Davidson to do it.

Yours faithfully,
M. E. GASPARD.

Cut Out the Open Cut-Out

Wanted—Competent Repairmen

The demand continues for high grade motorcycle repairmen and any one who can qualify will do well to communicate with one of the following dealers:

David S. Miller, 519 Broadway, Logansport, Indiana, wants an all-around competent repairman, and will pay good wages to the right man. Living expenses at Logansport are very reasonable.

Dell Ilmberger, 532 E. 5th Street, Sedalia, Missouri, is looking for a competent motorcycle repairman, preferably one who can also do bicycle repair work, although that is not essential.

A competent all-around Harley-Davidson motorcycle repairman is wanted by the Harley-Davidson Cyclery, Stockton, California. This is a permanent position. State age, experience and salary expected in your application.

P. I. Haynes & Co., 45 E. Long Street, Columbus, Ohio, want a first-class Harley-Davidson motorcycle mechanic. No other need apply. Wages, \$30.00 per week. The mechanic to furnish tools.

The Hobbie Motor Car Company, 217-23 Lee Street, Montgomery, Alabama, is in need of one high grade motorcycle repairman, and one first-class parts stock man. Applications should be made promptly.

The W. E. Wandersee Company, 1561 Woodward Ave., Detroit, Mich., is in need of three first-class motorcycle repairmen. Make application promptly.

Don't Be
An
Open
Muffler
Boob



IF YOU WEAR McCULLUM TROUSER GUARDS YOU CAN RIDE without fear of having your trousers spattered. These guards can be snapped on in a jiffy and serve the same purpose as puttees or leggings. Have you local Harley-Davidson dealer show you how handy these guards are. Fifty cents per pair.



Harley-Davidsons from Hoboken, N. J., waiting for the ferry to take them to the big New York Outing. Photo by International Film Service.

The Big New York Convalescent Outing

The biggest event in motorcycle history was staged in New York City on May 4th, when over 3,000 motorcycle drivers volunteered their sidecar machines and their own services to the pleasure outing for the convalescent soldiers, sailors and marines, who are still confined in the Government hospitals in and near New York.

The dealers and riders rallied to this opportunity to show again that the Harley-Davidson is the friend of the man in service. Many of the boys had used the machines while on the front lines, and felt very much at home while enjoying the tour of the City. This was the first chance many of the boys had had to get out in the open and see the budding of springtime.

The crowd witnessing the parade is estimated as high as 300,000 people, and by

the service thus rendered by the motorcycles and sidecars, thousands of new friends have been gained for the two and three wheeled machines.

The parade traveled down Fifth Avenue, 110th Street, and Riverside Drive to Van Cortlandt Park, where a monster program of entertainment was presented for the veterans. Eats and cigarettes were furnished in abundance for the boys and nothing was left undone in making it a gala day.

Special mention should be made of the enthusiastic aid given by the dealers made the event as well as for the hunch they have given the rest of the motorcycle world as to the possibilities of the motorcycle to still serve those in uniform.



Harley-Davidsons Still Serving the Heroes. Copyright by Underwood & Underwood, N. Y.



Making the Convalescent Veterans Happy with the Motorcycles. Over 3,000 in the Parade. Copyright by Underwood & Underwood, N. Y.

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The Harley-Davidson Enthusiast

No. 19

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SEP 13 1919



Jack Fletcher
and his Sport Model
Climbing Old Baldy

1-2-3-4-5
VICTORY
AT
Ascot Park, Los Angeles, Calif.
Crowns the Harley-Davidson
The National Champion

*200 Miles at an Average Speed of 73:35 Miles per Hour was
the Harley-Davidson Pace on June 22nd*

1st —Ralph Hepburn	Harley-Davidson
2nd—Red Parkhurst	Harley-Davidson
3rd—Ray Weishaar	Harley-Davidson
4th—Shrimp Burns	Harley-Davidson
5th—Earl Roylance	Harley-Davidson



The Greatest of all Motorcycle Racing Teams.
*Left to right—Bill Ottaway, Manager of team; Hepburn, Burns, Parkhurst, Weishaar, Roylance,
the team; "Dud" Perkins in machinist suit, in charge of famous pit work.*

THE HARLEY-DAVIDSON ENTHUSIAST

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Edited by T. M. Agnew, Advertising and Publicity Department

No. 19

WITH this issue of the *Enthusiast*, we adopt a mast head. No particular reason, unless it's force of habit. Did you notice we promised the *Enthusiast* to you once a month? This magazine is not accustomed to such a responsibility as regularity. No particular individual got blamed if it came late—or not at all.

But now—whatever goes wrong—we're the goat. Please send it to us straight. Don't tell the boss. We want your help in making good on the job.

Here's your part in the deal—send in every good motorcycle story or picture. There's an advantage in sending the pictures along. We might claim the credit for the story sent in—but we can't claim that every good looking young motorcyclist of both sexes, is "we."

"We" doesn't mean the whole 2400 of us here in the Harley-Davidson factory—unless we say something tinged with intelligence. "We" under ordinary and adverse circumstances, means just one of us. Don't blame the rest. Remember this—and help. Gypsy tours—summer vacations—picnics—races—motorcycle and outdoor life—get the idea?

The Cut-Out

THE national campaign by the motorcycle factories, progressive dealers, and thoughtful riders, during the past month or two, may not have eliminated the noisy freak, but it has made him the center of attraction—attraction most unfavorable. The attention shown him is on a par with that extended to a pickpocket at a three-ring circus.

National Gypsy Tour of 1919

Makes no difference whether you came home from the Annual Gypsy Tour with your favorite beak blistered until it peeled like a boiled spud—or whether you basked in soothing lake breezes—the memories of the 1919 outing have already generated a longing for the next annual event. Some motorcyclists are kicking about the tours—kicking because they could not go along.

Thousands of big and little folks hit the marked trail for a real honest-to-goodness outing, enjoying hill climbs, races, tugs-o-war, flirtations with the mermaids—and mermen. Big feats and big eats was the order of the day all over the nation.

In the following pages only a small part of the cheerful trips are enumerated:

Waterbury, Conn.

Reported by a Gypsy.

"The Gypsy Tour is over for another year, but the memory of the good time will remain for a long time to come. If you were around the Harley-Davidson

dealers' store evenings, to meet the riders, you would see it was well worth the work of arranging the tour. Besides the enjoyment of the trip itself, the hill climb was great. It is common to hear the statement 'I wouldn't have missed it for anything.' We joined with Bridgeport and New Haven in visiting Lake Guassapang. This being only seven and a half miles from Waterbury, the riders decided to make a little tour around through Naugatuck to Betheney and back, meeting the representatives from the other towns at Betheney Turn Pike.

"The tour was in charge of Fred Smith, who has been tour master for the past three years. Each person kept his place in the road and no open cut-outs were allowed, so in passing through each town we were heartily greeted by those who watched the line go through. When the tourists from Bridgeport and New Haven joined us, the entire procession passed through Waterbury, giving the residents a view of more motorcyclists in one day than they had ever seen in their



Scenes on the road. Denver Gypsy Tour.



At the Itasca Park Post Office, Lake Itasca, Minn. Moorhead Gypsy Tour, June 14, 15, 1919.

lives. It has been talked about in all the factories ever since.

"The lake was reached at noon. After a few pictures were taken, the call for lunch was greeted with a cheer. Mrs. Peterson, wife of one of the dealers, had loads of sandwiches, and Mrs. Lang, the Harley-Davidson dealer's wife, gave the finishing touches with plenty of home-made doughnuts and cup cakes. The boys from out of town gave us a thrill showing what a motorcycle could do.

"The lady upon whose ground the hill-climb was held gladly loaned the land but could not see what good it would do, as nothing could climb the hill. Her opinion has changed. After the hill climb, we rode to the lake to enjoy other sports and racing. Time to go home came all too soon. The getting into line, bidding our friends goodbye and starting home, finished one perfect day. There were over 500 motorcycles at the lake that carried about 800 motorcycle boosters. Besides the motorcyclists there was a crowd of over 1000 at the Park, who mingled with us, asking all kinds of questions and becoming quite interested in motorcycling."

Portland, Maine

The Annual Gypsy Tour, under the management of Clifford C. Jordan, the Harley-Davidson agent in Portland, was a great success. The party, numbering seventeen machines, each carrying two passengers, left Monument Square at nine o'clock, Saturday morning, June 14th, their ultimate destination being

Lynn, Massachusetts, a distance of 115 miles.

The first stop made was in the historic town of Portsmouth, N. H., where the party remained for about an hour, the line-up of machines attracting a great deal of attention from the number that gathered in the main square to await the coming of the motorcyclists.

From this point the tour left for Hampton Beach, N. H., one of the finest beach resorts in this section of the country. Here a delicious shore dinner was partaken of, the members leaving Hampton Beach about three o'clock in the afternoon, arriving in Lynn, Mass., about six o'clock.

Accommodations had been arranged for at the Hotel Seymour in that city, the tourists taking in the sights at Revere Beach in the evening.

Sunday morning the party started home, taking in a new route. Every machine entered came through with a perfect score, and everyone expressed their pleasure in the trip and their desire to go again on one of these "hikes."

Of the seventeen machines entered, thirteen were Harley-Davidson motorcycles, and one of the features of the tour was the Sport Model, the only one in the State of Maine, this being owned by Carl Anderson.

The Sport Model was given some hard tests, as some of the territory covered was exceedingly hilly, but this machine was equal to it, and caused wonder among the participants for its remarkable climbing power.



Gypsy Tour, Moorhead, Minn., June 14, 15, 1919.

Boston Gypsy Tour

About 500 New England Motorcyclists started on their annual tour on Sunday, the 15th. They traveled by way of Worcester, Fitchburg and Nashua, New Hampshire, adding to their number at these various places until they reached "The Weirs" away up in New Hampshire. The roads were none too good and the first tourists did not sight "The Weirs" until almost supper time. After signing up for rooms and enjoying their supper hour, the speed bugs hunted up the hill to give it a try-out before the contests of the next day.

After supper there were two free rides on Lake Winnepeaukee on the steamer with the compliments of the Splitdorf Electric Co., H. and F. Mesinger Mfg. Co., Harley-Davidson Motor Co., and Hendee Mfg. Co.

The growing enthusiasm of the feminine sex for the sport of motorcycling was evidenced by the large number of women on the tour. Fully half the machines were equipped with sidecars and in most cases the sidecars were occupied by members of the fair sex.

Sunday night was a quiet one compared to the noise and enthusiasm that followed on the following day. The of-



The start of the Annual Gypsy Tour, Portland, Oregon.



Along the shore of Lake Itasca. Moorhead Gypsy Tour, June 14, 15, 1919.

ficial hill climbs started at 9 o'clock on Monday morning and the entire day was one of excitement and enjoyment. The afternoon was given over to novelty races and events. Some of the tourists started on their return journey in the afternoon but the majority stayed for the big doings of the evening.

Tuesday when most of the touring party was preparing for their return home, their order was damaged by a pouring rain. In spite of all this, all of those returning from the tour looked forward with pleasure to the annual event one year from that date.

Marion, Indiana

The annual motorcycle Gypsy Tour of North Central Indiana was pulled off with complete success, everyone enjoying himself to the fullest extent and little serious trouble to mar the tour.

The start was made promptly at 5 o'clock on Sunday morning, the gypsies leaving Marion for Ellwood, the first checking point. The Huntington dealer was in the lead riding under the name on his back "General Nuisance," closely followed by his 40 riders. Then came the Wabash gypsies all in line and numbered as well. Marion followed in the rear with the lieutenants along the line of the Huntington crowd. When leaving Marion, as well as all other towns along the tour, the whole affair gave the appearance of a parade, for every rider was numbered in rotation and had to keep his place in line unless forced out by trouble. At Ellwood the tour was

held up long enough for all to have breakfast and for the Peru riders to fall in, and from there on through to Noblesville and Lebanon to Crawfordsville, where Kokomo and Anderson joined in and they all had dinner. Leaving there at one o'clock sharp the tour continued to the Shades of Death, 18 miles from Crawfordsville. The crowds climbed the high bluffs to view the beautiful scenery and canyons below. After three hours of this interesting visit, they motored on to Turkey Run, 14 miles further, where the tents were pitched for overnight camping. This 135 mile ride had sharpened the appetite of the tourists, who enjoyed their supper as would real gypsies. The evening was spent in exploring caves and canyons, all by moonlight.

They broke camp after a splendid dinner on the following day and returned to their respective cities tired, but extremely happy and with a genuine desire to be on hand at the next annual gypsy tour.

Milwaukee Gypsy Tour

Did you have a Gypsy Tour in your town?

Milwaukee did.

This year we journeyed to the famous summer resort called Pine Point on the banks of Elkhart Lake, about 65 miles from Milwaukee. We started from Milwaukee Saturday morning at eight o'clock and arrived at Pine Point in time for dinner.

Arrangements had been made for a

program of gymkana games on Saturday afternoon and Sunday morning, but a heavy rain storm Saturday afternoon made it necessary to run off the entire program Sunday morning. E. J. Mueller, the Harley-Davidson domestic sales manager, was in charge of the program of games and they were greatly enjoyed. We certainly would urge that every motorcycle outing have a program of this kind as it arouses a tremendous amount of interest and brings back the joys of childhood.

Milwaukee Tourists had the time of their lives on the 1919 tour. They swam, danced, fished and frolicked. They returned Sunday afternoon. Going and coming they found excellent roads.

Lancaster, Pa.

The motorcycle gypsy tour was held on Sunday, the riders of the city and county of Lancaster joining in the big outing. The tour was conducted by Tourmaster Henry C. Vollmer, with the assistance and support of the four local motorcycle dealers, H. B. Herr, H. R. Williams, Chester W. Bowman and H. C. Ernst.

Forty-two machines entered in the tour, which was formed at Penn Square

into four squads, under the captaincy of each of these dealers, and with the assistance of lieutenants and aids. The tourists started at 9:30 and made their first stop at Elizabethtown, where each rider was checked. The checking continued at each succeeding stop. From there they rode to Harrisburg, Hershey, Mt. Hope and Hull's Hotel, where they were served with a chicken dinner. They returned by way of Manheim, East Petersburg and the Harrisburg pike, arriving there at six o'clock in the evening where they were finally checked in.

It was a noticeable fact that with the exception of a few minor troubles, each rider came through with perfect scores.

Great credit is due to Henry C. Vollmer, Tourmaster; the captains, aides and riders for the orderly and able manner in which this tour was conducted.

Cleveland, Ohio

One of the largest Gypsy Tours of the season was held by the Cleveland Motorcycle Club from their city to Long Lake, near Akron. The weather was ideal and every phase of the tour was a complete success. The long stream of machines, carrying a total of 850 people was the largest procession of motor-



The start of the Waterbury, Conn., Gypsy Tour.



Gypsy Tourists about to leave Voss Bros., Peoria, Ill., for Lake Sanachicine, June 14.

cycles ever seen in this section of the country.

Fred L. Morgan, Cleveland manager of the Goodyear Tire & Rubber Co., led the parade as tourmaster. A large Goodyear truck followed in the rear to patch up disabled tires but fortunately this precaution was unnecessary as only a few cases of tire trouble developed. A forty-piece band furnished music during the afternoon program including several vaudeville numbers along with many good races. The Motorcycle Squad of the city of Akron escorted the tourists through the city and great crowds gathered to view the unusual spectacle.

Lansing, Mich.

Lansing had never played host to such a large number of motorcyclists at any time before the concentration of the Gypsy Tours in its midst on June 15th. On account of the central location of Lansing, tours were originated from various parts of the state to this place, and 500 riders gathered to enjoy an outing and a day of real sport.

The hill climb was a marked success. The climb was held at Hog's Back, which is about one and a half miles past the little village of Holt.

The crowd that watched the hill climb was not only motorcyclists, but was swelled to about 1000 by spectators who witnessed the climbing. There was a novice, restricted stock and open stock race, three medals being given for each of the three events. Naturally, it was a Harley-Davidson winning.

Grand Rapids, Michigan

The Grand Rapids Motorcycle Club travelled to Lansing on their Gypsy Tour. The tour was, without a doubt, one of the biggest events of its kind ever held in the state. The Grand Rapids motorcyclists feel highly elated over the fact that they clipped off all the winnings at the hill climb during the day. Their local club has been stirred with renewed enthusiasm and is planning many local contests and outings in the near future.

St. Louis, Mo.

St. Louis reports the largest crowd of motorcyclists ever assembled in their city, gathered on the morning of June 15th to take part in their third annual Gypsy Tour. They started on their trip at nine A. M. headed for Hollow, Mo., 30 miles out on the Manchester road. Four hundred eleven machines, carrying in all 609 persons, started and completed the day's outing. The tour was promoted by the various motorcycle dealers of St. Louis and was one of the most enjoyable outings ever held in their city.

Minneapolis, Minn.

The estimated number of riders and passengers who joined in the Minneapolis Gypsy Tour was 250. The picnickers were gathered from the Twin Cities, Mason City, Mankato, LaCrosse, Faribault and other places, all touring to Rochester, Minn. One of the leading sports of the day was a hill climbing contest.

Johnstown, Pa.

A small but enthusiastic representation left Johnstown for their annual Gypsy Tour to spend the day in the country. Lunch and lemonade were furnished by the Harley-Davidson dealer, C. A. Pierce, and all kinds of outdoor games and sports were indulged in, to make the day one to be long remembered. One of the events of the day was a challenge from another rider, who imagined he possessed a machine with more speed than the Harley-Davidson. The enthusiastic tourists cleared the right-of-way for a mile, to demonstrate to the conceited rider that he had misjudged the speed of the Harley-Davidson. Of course—the Harley-Davidson won.

Jackson, Mich.

The tourists who took part in the Jackson Gypsy Tour were slow in getting started, some starting Saturday morning, others Saturday afternoon and still others on Sunday morning. But when the crowd had all gathered, Jackson had one of the biggest assemblies of the outing day.

The entire crowd returned on the

evening of the 15th with a general desire to see many more annual Gypsy Tours.

Chambersburg, Pa.

Fifty-six motorcyclists from town and all parts of the county, assembled on Memorial Square to go to Bedford Spring. The outing was a complete success, although threatening weather caused some of the riders to leave for home early in the day.

Pittsburgh, Pa.

The Pittsburgh Gypsy Tour was a marked success, there being 300 passengers. There were 100 sidecars occupied by ladies and children. The trip was made to Wheeling, W. Va., where the tourists were given a very cordial reception. So enthusiastic have the people grown over this run, that they are demanding another and longer one during the latter part of July.

Peoria, Illinois

The Peoria tourists spent the 14th at Lake Sanachwine, where they enjoyed a chicken dinner, prepared by the host, Chas. Wood, owner of the resort. The tourists were so enthusiastic over their



Gypsying near Milwaukee, Wis.

outing, that another picnic was planned for two weeks later.

Fargo, No. Dakota

The original plan of Fargo and Moorhead was to have two Gypsy Tours, one leaving for Itasca Lake and the other for Winnipeg, Can. The roads to the north were in such bad condition that they were forced to abandon the trip to Canada and all joined to make the trip to the head waters of the Mississippi. It was an enthusiastic tour, and all felt well repaid.

Uniontown, Pa.

About 25 motorcycle owners from Uniontown and vicinity toured to Hagerstown, Md. The road is known all over the United States as the "Gypsy Trail," the National Automobile Trade Association using this trail yearly in their outing. The riders left Uniontown, Sunday morning. They spent Sunday night with between four and five hundred other motorcyclists from all over the United States. The riders arrived in Uniontown on Monday evening, after covering between 200 and 250 miles in two days, camping out all night.

Springfield, Mass.

More than 300 motorcycle riders assembled in Park Square on the 14th to start on a Gypsy Tour of three days to Weirs, N. H. All the riders carried basket lunches so that they might enjoy the outing in real gypsy style.

Monroe, Wisconsin

Members of the Monroe Motorcycle Club, their wives and friends motored to Indian Ford, about 9 miles the other side of Janesville, where they spent the day. A picnic dinner was enjoyed at noon, following which some of the party motored to Edgerton while others fished. They started on their tour on the 14th, finishing it on the evening of the 15th.

Rochester, N. Y.

The enthusiastic crowd of motorcyclists left Convention Hall, Rochester, on Sunday morning, under the leadership of Grover C. Ash, on one of the most successful gypsy tours that has ever been held, the machines going to Troutburg. The tourists met a large number of riders from Niagara Falls, Buffalo and Lockport. Dinner was eaten at the



Lunch time along Cub Creek—40 miles up in the mountains. Denver Gypsy Tour.

hotel. Games were played and contests were held during the afternoon and the tourists returned to the city early in the evening.

Gloversville, N. Y.

Nearly 75 motorcycle riders left Gloversville on this Gypsy Tour. Although weather conditions held back some riders, others went on the trip and escaped the downpour. Forty-two riders left with Harley-Davidson machines and were joined by Amsterdam and Fonda riders. At Little Falls they were joined by that nearly two miles in length. Tourmaster club. This made a line of machines Herbert Painter handled the affair in a systematic manner and much of the success of the tour is due to his ability. All riders were numbered.

Hammond, Indiana

At 10:30 A. M. on Sunday, June 15th, the Hammond Tourists started for Crown Point, and at noon all had arrived at their destination.

The enthusiasm of the day started at

the lunch table. About 1:30 the speed hounds grew restless and began to try out the tracks. After a number of successful and exciting races the tourists made the return trip tired and happy but enthusiastic for another Gypsy Tour the coming year.

Belmont, New Hampshire

The tourists from Belmont spent June 15th, 16th and 17th at "The Weirs" which statement in itself tells the story of the pleasant outing. The one noticeable feature of this tour was the marked predominance of the Harley-Davidsons—there being 53 of them and a total of 39 of all other makes of machines. In the contests, the Harley-Davidsons again proved their superiority.

"Hap Scherer, who broke the Three-Flag record on the Harley-Davidson Sport Model, was awarded the first 2000 mile tour medal by the Motorcycle & Allied Trade Association.



A group of riders enjoying an outing at the Lake. Waterbury, Conn.



Hudson County Police Patrol. Lincoln Highway, Jersey City to Newark.

Police Department

The fifty-seven varieties of uses to which the Police Departments are placing the Harley-Davidson motorcycle, is significant. It is secondary in importance, perhaps, to the great Harley-Davidson superiority on the battlefields of France.

Up in Michigan the state constabulary has been purchasing Harley-Davidsons to round up the evasive dispensers of unlawful wet goods. Out in Utah "playing hookey" is no fun since a Harley-Davidson carries the truant officer on his tour. Yellowstone National Park is now guarded by Harley-Davidson machines and riders. In New Jersey the "speed cops" have designed an easier method of capturing the "speed bug" by using a Harley-Davidson motorcycle and sidecar. The officer and his sidecar passenger are witnesses to the offenses, and both make the complaint through which the speedster is later apprehended and punished.

Naturally some reason travels hand in hand with the great increase of Harley-Davidsons in this capacity. A method of transportation is required just a little faster than any other thing on wheels. A machine is needed that will not fall down at the critical moment. Economy of up-keep and general inexpensive operation are important in presenting to the tax payer the cost of municipal operations. The answers to all

these big requirements comes in letters like the following:

Jamaica, N. Y.

Harley-Davidson Motor Co.,
Gentlemen:

Wish to advise that this week we have added to the clan of Harley-Davidsonized Cops, two more speed chasers operating on Long Island. One of them is W. J. Hunt of Islip, an old timer at this line of work. He has owned several different makes but finally admitted he was forced to H.-D. He is truly some rider and operates between Bay Shore and Patchogue and woe to the speed fiend who flirts with his trail. The other gentleman is Thos. J. Brown who lives at Cederhurst, L. I., and operates at Rockaway. He has been riding an until now and sure is satisfied with the change. These two gentlemen almost complete the force down here on speed work with exception of about two who are not yet riding Harley-Davidsons but we have both on the trail and will get them soon as possible.

Hunt purchased a 1919-F and Brown a 1919-J.

Will endeavor to line all of these speed chasing hounds together at some opportune time and forward a picture.

KOCH-RUHLE CO.



"Gold Star Run." Convalescent outing for wounded soldiers at Harrisburg, Pa.

Harrisburg Gold Star Run

One of the best, even though not the biggest of the real outings held during the month of June, was the "Gold Star Run" staged at Harrisburg, Pennsylvania, on June 29.

This was an outing planned and carried out by the Harley-Davidson people of the Pennsylvania Capital. Every motorcycle in the outing bore the Harley-Davidson trade mark. The outing was planned for the benefit of the convalescent soldiers at General Hospital No. 31 of Carlisle. Fifty-nine Harley-Davidson sidecar machines with four aides riding solo, two of which were Sport Model machines, formed the procession to the big Sunday picnic for the convalescents.

The machines assembled at Harrisburg and drove to Carlisle for their guests and returned through the city to Harrisburg Reservoir Park for lunches, addresses, pictures, and then to Rocky Cliff and back to Carlisle, 60 miles of riding. Among the guests was Sergeant Louis G. Howard, the first American soldier wounded in France. P. I. Lingle, a Civil War Veteran, drove his outfit and carried one of the honored convalescents on this memorable tour.

This was the first picnic lunch allowed to be served in Reservoir Park on Sunday for nine years, a courtesy greatly appreciated by the motorcycling group. When the idea of an outing was suggested to the Park Commissioners, they were doubtful about giving permission to use the park for a motorcycle picnic as they were under the impression that motorcycles were very noisy and could not hold an orderly outing, but, after everything was over, the committee in charge, was called by the Park Commissioners and the Mayor of the city, and complimented on the way the Run was pulled off. They also stated that they were with the motorcycle boys in anything else which they may stage, for they were fully convinced that a motor-

cycle is a gentleman's mount, when used as such.

A most complete lunch was served to the convalescent heroes. The menu consisted of:

Olives, Pickles, Radishes, Onions
Cold Baked Ham
Potato Salad
Sliced Tomatoes, French Dressing
Bread and Butter
Cheese and Crackers
Cold Roast Beef
Pickles, Red Beets and Eggs
Potato Chips
Ice Cream and cakes
Coffee and Iced Tea.

In the outing each owner furnished his machine and stood all expenses of his sidecar soldier guest for the day.

Harley-Davidson Wins Every Sanctioned Event in Michigan

The Detroit, Mich., hill climbing contest held on the Ellis farm, near Clarkston, Michigan, Sunday, July 20, was promoted by the Wolverine Motorcycle Club of Detroit and attracted a very large entry. The grade was the worst that could be found, being 400 ft. high beginning with 65% and ending with 45%. The surface was loose dirt and gravel.

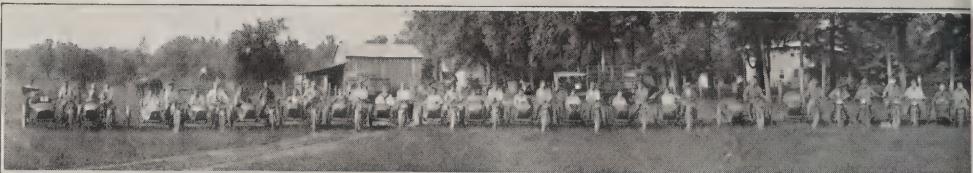
In the novice event J. Ott was winner. Time 8 1/5 sec.; the best time of the day.

Restricted stock event, Leo Crowell winner; 11 1/5 sec.

Open event called off on account of rain.

All winners were riders of the stock Harley-Davidson.

This was a sanctioned M. & A. T. A. event. This gives the Harley-Davidson the distinction of having won every sanctioned meet held in the state up to this date.



Third Annual Gypsy Tour, June 14-15, 1919. Top to bottom, Marion, Ind.



. Louis, Mo.; Minneapolis, Minn.; Kansas City, Mo.; Lansing, Mich.

Long Distance Touring

Under Rules and Regulations of the M. & A. T. A.

Tourist awards are divided into three classes, as follows:

Class 1—Transcontinental Tourist medal. This medal will be awarded to any motorcycle tourist who makes a tour across the country from ocean to ocean, in compliance with the rules.

A special bar will be added to this medal if the tourist makes a round trip.

A period of three months will be allowed for the completion of a transcontinental tour (one way) or six months for the round trip.

Class 2—Two Thousand Mile Tourist Medal. This medal will be awarded to any motorcycle tourist who makes a tour of 2000 miles or over but does not cross the continent.

The mileage in this class will be figured for the round trip but the tour one way must not be less than 1000 miles from starting point to the turning point for the return journey.

A period of eight weeks will be allowed for the completion of a tour entered in this class.

Class 3—One Thousand Mile Tourist Medal. This medal will be awarded to any motorcycle tourist who makes a tour of 1000 miles or over but less than 2000 miles. The mileage in this class will be figured for the round trip but the tour one way must not be less than 500 miles from starting point to the turning point for the return journey.

A period of four weeks will be al-

lowed for the completion of a tour entered in this class.

The general design for the medals in all three classes will be the same but for class one the medal will be of gold, for class two of silver and class three of bronze.

Tourists in all classes must register before starting with the chairman of the Educational Committee of the Motorcycle and Allied Trades Association stating the class entered, the starting point, and the finishing point. Or if it is to be a round trip tour, the turning point. A registration fee of 50 cents will be charged for each registration in each class.

More information and Application Blanks May Be Obtained from W. H. Parsons, Chairman Educational Committee, M. & A. T. A., 450 Fourth Avenue, New York City.

Transcontinental Tours

Christian J. Weiss and Harold Schrey enroute from Philadelphia to San Francisco, stopped at the Harley-Davidson factory for a brief visit. These two riders were travelling by way of the Yellowstone Trail to the Pacific Coast and after a brief visit in the west plan upon a return trip in their motorcycle and sidecar. They have entered for the M. & A. T. A. Long Distance Touring Medal.

Alb. C. Biehslich and Frank D. Frisby, two enthusiastic riders from St. Louis, Missouri, visited the Harley-Davidson factory the first of the month and from Milwaukee planned upon a trip to the eastern coast. One of these riders rode a Harley-Davidson machine and the other another make. After the Harley-Davidson machine had pulled the other one into Chicago, over 58 miles



M. & A. T. A. Long Distance Medal

over Illinois roads, the other rider became a Harley-Davidson enthusiast and planned upon riding "The National Champion" as soon as he is able to "peddle" the other machine. Both registered with the M. & A. T. A. before leaving Milwaukee.

Sgt. John Nickelsen visited the Harley-Davidson factory on his way from New York City to Pasadena, Calif. Sgt. Nickelsen recently secured his discharge from the army and immediately mounted a Harley-Davidson motorcycle to cross the continent, stating that it was the nicest and cheapest kind of transportation. Sgt. Nickelsen registered with the M. & A. T. A. while visiting in Milwaukee.

Otto Wellman, accompanied by his wife and child, stopped at the Harley-Davidson factory on his way from Oakland, Calif., to visit relatives in Ohio. After this long journey the car was inspected and found to be in perfect work-

ing order. Mr. Wellman was carrying over 1100 pounds on his outfit during this trip. The family seemed well satisfied in every way and are enthusiastic Harley-Davidson boosters.

Long Trip At Little Expense

Mr. and Mrs. Richard H. Dare of Springfield, Mass., passed through Milwaukee last month on a transcontinental tour. They were not attempting to break any records, but had chosen the Harley-Davidson motorcycle as the best means of making this cross country trip, both from the standpoint of pleasure enroute and economy.

In a conversation, they stated that they had travelled 1278 miles and the upkeep of their machine which consisted of 24 gallons of gasoline and one and a half gallons of oil, amounted to only \$7.97. They were very enthusiastic over the performance of their Harley-Davidson and looked forward to the rest of their trip as a real pleasure experience.



View of Hog's Back, Gypsy Tour, Lansing, Mich.



Parkhurst leading the field at Portland, Oregon

Harley-Davidson Continues Triumphal March on Race Track

Continuing their overwhelming victories in the early part of the season, the Harley-Davidson machines have formed a peculiar little habit of taking everything in sight. The combination of a real machine, real riders to ride the machine, and perfect mechanical service in the pit—unite to solve the mystery of this continual forging to the front. It is no miracle descending as a blessing upon the Harley-Davidson clan—rather, it is a just reward for years of deep thought and hard work—a crown descending for deeds well done.

On June 9 at Nashville, Tennessee, the Harley-Davidson performed the following stunt:

3 mile Novelty Race, Womack, Harley-Davidson, first.

5 mile Local Championship, Brazell, Harley-Davidson, first.

9 mile Open, Morrison, Harley-Davidson, first.

25 mile Open, Morrison, Harley-Davidson, first.

June 14 at Birmingham, Alabama, the hill-climb was another Harley-Davidson victory. Gail Joyce won first and Ollie Roberts second, both riding Harley-Davidson machines.

From Bridgeport, Connecticut, came the news on June 16 that the Harley-Davidson took first and second in every event at Poughkeepsie Tour Hill Climb at Union City.

On the same day, up at Lansing, Michigan, the Harley-Davidson made the following enviable showing at the big hill-climb. In the novice event Vic Sinz took first money and Oscar Lenz, second; both riding Harley-Davidson machines. Oscar Lenz, on the same machine, took first place in both the restricted stock event and the open stock event.

Following this event, H. C. (Hap) Scherer, mounted his little Sport Model on the Canadian border at eight o'clock on the morning of June 18 and burned the roads through the United States down to Mexico in 64 hours and 58 minutes, breaking the Three-Flag Record by five hours and two minutes, which former record was held by large and powerful machines.

Winning In Australia, Too

The report comes that all big motorcycle events in Australia are being won by the Harley-Davidson. Crawley re-

cently won the Australasian heavy-weight championship, with Mangham second and Souter third, all riding Harley-Davidson machines. In a match five mile race between a one hundred horse power aeroplane and a Harley-Davidson motorcycle ridden by Crawley, the motorcycle won the event. L. Mangham, riding an eight valve Harley-Davidson, won the 15 mile heavy weight championship of New Zealand in 14 minutes and 30 seconds.

Greatest Victory in History

The greatest racing event since the last National Dodge City Races, when Irving Janke rode the Harley-Davidson to victory, was the 200-mile National Championship Race at Ascot Park, Los Angeles, California, on June 22. The motorcycle enthusiasts, racers and factories, were concentrating their thought upon this race as the supreme test of speed for the present day motorcycle. This event resulted in a complete clean-up for the Harley-Davidson machine.

Ralph Hepburn won first; "Red" Parkhurst, second; Ray Weishaar, third; "Shrimp" Burns, fourth; and Earl Roylance, fifth.

Win All Big Events on July 4

The two most important racing events staged on Independence Day were the Grand Island, Nebraska, and Baltimore, Maryland, races. The Grand Island races were run on a two mile track, which had been altered to a one and seven-eighths miles. In the 10-mile sidecar race, Wm. Goetsche won first place; "Red" Parkhurst won the time trial; Wm. Powell captured the Hall County Championship; Ralph Hepburn took the 25-mile Free-for-all and Ray Weishaar won the 50-mile Free-for-all, each one riding a Harley-Davidson motorcycle.

At Baltimore, Md., five events were staged and five Harley-Davidson first places were registered. Blackstock, a local man, won the five-mile amateur sidecar event and turned professional in



Vic Sinz—winner Novice event, making best time of day. Lansing Hill Climb.

the last event of the day and won the second five-mile professional sidecar race. "Shrimp" Burns, on his Harley-Davidson, was the sensation of the day, making all competitors look like amateurs when they entered the professional events in competition. Burns won both five-five mile professional sidecar. "Crazy" mile professional solo races and the first Hoss Verrill, who had conquered all competition easily in days gone by, reigned as a Baltimore favorite and died hard in the hands of the sensational speed artist, Burns.

At Winchester, Ind., on July 4, Jasper Long on his Harley-Davidson won first place in the five-mile open event, three-mile novelty and five-mile sidecar. Bergdall, also riding a Harley-Davidson won the five-mile Stock Twin race.

The Harley-Davidson won both of the sidecar events in the races at Wichita, Kansas, on Independence Day.

At Lima, Ohio, Harley-Davidsons won both firsts. Paul Wilkins taking the 25-mile professional and Schlegel taking the five-mile sidecar.

New Sport Model Climbs "Old Baldy"

Mount San Antonio, known by every tourist through southern California, as "Old Baldy" and the highest peak of



Ralph Hepburn, winner of the 200-mile National Championship Race, Los Angeles, Cal., June 22, 1919.

the Sierra Madre mountain range, has been climbed for the first time by a motor vehicle. Jack Fletcher, Los Angeles, California, on a Harley-Davidson Sport Model on July 10, drove his machine up these 10,080 feet of a mere burro trail. This feat, along with the breaking of the Three-Flag record, has placed the new Harley-Davidson Sport Model paramount in the eyes of the motorcycle world.

Columbus Races Another Harley-Davidson Walk-Away

At Columbus, Ohio, on July 13 there were six races and—six Harley-Davidson machines took first place—as usual.

5 mile, Prof., Burns, Harley-Davidson, time $4.07\frac{1}{4}$.

5 mile, Amateur, R. P. Kohl, Harley-Davidson, time 4.56.

5 mile Sidecar Open, H. B. Lane, Harley-Davidson, time 6.04.

10 mile, Prof., Burns, Harley-Davidson, time 8.13.



*Another view of the Hill Climb.
Lansing Gypsy Tour.*

50 mile, Prof., Hepburn, Harley-Davidson, time 41.83 3/5.

The sixth event of the day was a match sidecar event between P. I. Haynes, the Harley-Davidson dealer, and C. H. Beebe, another dealer. Each racer carried as a passenger, a municipal judge. Of course the Harley-Davidson won.

Escanaba, Mich.

On July 1 at Escanaba, Mich., the Harley-Davidsons again took the big end of the races, winning three out of the four events run. Burns won the one mile event in 1 minute, 12 seconds, and Hepburn second. In the three-mile event these two riders changed places, Hepburn winning first and Burns second in 3:29. Again in the five-mile race the riders reversed places, Burns winning first place and Hepburn second in 6:14.

Baker, Oregon

At Baker, Ore., a motorcycle club was formed recently and with a membership of only 25 members, they held a real motorcycle race meet. Four races were staged and all places in all events were won by Harley-Davidson machines.

Fiddler's Elbow Hill Climb

Fiddler's Elbow is one of the hardest hills ever found for hill-climbing. Sharp turns and deep holes in the road made it one of the most sensational hill-climb-

ing events staged throughout the country. Four events—Harley-Davidson winning three—the 74 cubic inch open stock event being lost by John Terhune taking a head long spill. Terhune made the best time of the day, however, in the 61 cubic inch event, crossing the line in 45.71.

Police Dept. Holds Races

The Police Department of Brooklyn, N. Y., planned a series of motorcycle races. A heavy rain prevented all but one of these races. This was an 8 mile event won by Happy Smith riding a Harley-Davidson. Time 6 minutes.

Harley-Davidson All-Rubber Patch

Why bother with several sizes of patches or waste a large patch when you only need a small one! The Harley-Davidson All-Rubber Patch comes in one sheet. You cut what you need. Put up in a small convenient package containing the patching rubber, a tube of pure gum cement, and a strip of emery paper. Two sizes:

HX—186 4" x 4".....35c

GX—166 3" x 10".....50c

If your dealer does not carry it, insist upon Harley-Davidson All-Rubber Patch. He will get it for you.



A number of Harley-Davidson Tourists in South Africa.



Cliff Walker, dealer in Macon, Ga., 4th from right, enjoying a trip with some of the boys.

College of the City of New York Offers a Practical Motorcycle Course

The following announcement is of interest to Harley-Davidson owners: first, because many of them will be glad to take advantage of the opportunity of getting a practical motorcycle education; and secondly, because of the recognition of the motorcycle as an essential factor of modern transportation.

The motorcycle course will cover some of the following interesting features:

The motor—design and construction, cylinders, valves, pistons, piston rings, connecting rods, fly-wheels, crank cases and fittings, motor cleaning, lubrication and motor troubles.

Among other subjects which will be treated as completely as the motor, are:

Practical work on the motor, magneto and ignition system, practical work on magneto, carburetor and carburetion, practical work on carburetor, transmission and clutches, etc.

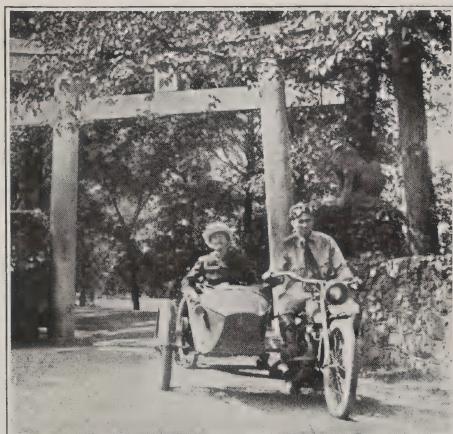
It is suggested that those interested, make application immediately. The course will extend over an eight week period. The principle, construction and functions of motorcycle ignition and lighting systems will be covered.

Why Harley-Davidson Gauntlet Gloves Are Best For Motorcyclists

Harley-Davidson Gauntlet Gloves have all of the features and details that are of service to motorcyclists. We use nothing but horsehide in our entire line. Other leathers, we have found from experience, are not satisfactory for motorcycle purposes.

Quirks between each finger is a detail, but it is very important as it allows the full spread of the fingers and prevents the ripping of the gloves at this point. The thumbs of our gloves are set in in the new way, so that your hand is perfectly free; sewed with three rows of stitches, with the seam on the back away from the wear.

The gauntlets are made of black walrus grained cowhide. Small straps are placed on the back of the wrist of all



Touring in New Jersey.

our gauntlets, so that the glove can be pulled up perfectly snug. Each strap is fitted with a double glove fastener, having the Harley-Davidson trade mark embossed on the top. Furnished in black, pearl gray, and smoked horsehide. The black is made in the outseam style as well as the inseam.

DX—283 Smoked Horsehide \$4.50 per pair.

FX—283 Pearl Gray Horsehide \$4.50 per pair.

GX—283 Black Horsehide Inseam \$5.00 per pair.

HX—283 Black Horsehide Outseam \$5.00 per pair.

In addition to these numbers we have a split horsehide of khaki color, that is very serviceable. The palm of the hand is grained horsehide, while the back and cuff are split leather. This number is

GX—282, \$3.50 per pair.

If your dealer hasn't these gauntlets in stock, see that he gets them for you.

Importance of Lubrication

If you have a Harley-Davidson Manual, read carefully what it says about the lubrication of your motor and the importance of using the right kind of oil. The Harley-Davidson motor is built with watch-like precision. The bearings are fitted with one thousandth inch and in the case of the crank pin bearings, with one ten-thousandth inch accuracy.

It is these fine fits that explain the

smooth running, the balance, the get-away and the power and speed of the Harley-Davidson motor. You wish to preserve these qualities. Proper lubrication is essential to do so. Proper lubrication does not mean to use a lot of oil, but the right amount of the right oil. The Harley-Davidson motor is well known for its economy, so that you can afford to use the best oil.

With your mechanical oiler correctly adjusted, your motor will travel between eight and twelve hundred miles per gallon of oil. Your lubrication is therefore a small item and you can afford the best. Aside from this consideration, the satisfaction that you will derive and the increased life of your motor, will repay you hundreds of times for the small difference between the cost of the right and the wrong oil.

Do not be misled by the so-called "just-as-good" oils, because the chances are nine out of ten, that those oils will not give you the service you expect. Your dealer sells genuine Harley-Davidson oil or will get it for you. If you are not convenient to a dealer, we will be glad to ship directly. The genuine Harley-Davidson oil comes in steel cans or in steel drums, identified by the Harley-Davidson mark of quality.

Read Carefully your manual and check up every detail, before starting on long tours.



The winning Harley-Davidson Team at the Omaha, Neb., Endurance Run. First five places.

When You Write The Factory Regarding Your Harley- Davidson

The other day we received a letter that contained a suggestion that we would like to see embodied in all letters from Harley-Davidson owners requesting information. The letter was prefaced as follows, and we hope that Harley-Davidson owners will adopt the same idea. It will certainly save time and insure prompt attention.

Date of Purchase: 5/24/18.

Model: 18-F.

Motor No. 18-T-12557.

Dealer: Walter Andrews, Toronto, Can.

From: Lieut. K. A. MacFadyen, R. A. F., Angus, Ontario.

To: Service Department, Harley-Davidson Motor Co., Milwaukee, Wisconsin.

Regulating The Output Of Your Generator

During the next few months, most of your riding will be during the daytime and if the output of your generator is too

high, your battery will be overcharged. This applies more directly to the model No. 235 generator with the automatic cut-out than to the generator with the key switch, because it seems that with the latter, even the most careful rider will forget to turn "off" his switch once in a while and discharge his battery. With the positive automatic cut-out, this does not happen and the battery is sometimes overcharged.

A simple way to learn whether this is happening is to watch the height of the solution when adding distilled water each week. If distilled water has been added regularly to keep the separators covered one-half inch and yet sufficient solution is not found above the separators to give a hydrometer reading before adding distilled water weekly, it can be taken for granted that the battery is being overcharged, unless it is leaking. Overcharging is as serious as undercharging.

If your battery seems to be overcharged, take your machine to the nearest Harley-Davidson dealer to be inspected and to have the output of the generator regulated. This is a special-

Be a Gentleman Rider

You are then welcome everywhere. A Harley-Davidson Sport Suit will assure you of this welcome. Made by tailors who know how to make riding suits. Several fabrics. Ask your dealer. If your dealer cannot supply you, write us.

Harley-Davidson Motor Company
Milwaukee, Wis., U. S. A.

ized operation that should only be performed by one who knows. If you can not refer your machine to a dealer, write us.

An Opportunity

The man who has wanted to become a skilled mechanic but could not spare the time and money to take a technical course, is being welcomed in the Motor Transport Corps for a six to eighteen months' course of expert training. Volunteers will receive the equivalent of \$100 per month during the time they are fitting themselves for a good-sized job.

Schools will be conducted at four of the Motor Transport Base Shops located

at Baltimore, Maryland; Atlanta, Georgia; El Paso, Texas, and San Antonio, Texas.

You, who have been wanting a chance to get started in automotive mechanics, should go immediately to your nearest army recruiting officer. He will tell you the wonderful opportunity open.

C. W. Troup, our dealer at Oak Ridge, Pa., says :

"I will not sell any more cut-outs or put any on any motorcycle around here. They are not only noisy but stir up all the dust in the road and the man in the rear can hardly get through it. It is dangerous for one to travel where he can not see."



Oscar Lenz, Star of Lansing Hill Climb. Hitting the start wide open.

Answers to Questions in Previous Enthusiast

The following are the answers to the mechanical questions in the No. 18 Harley-Davidson Enthusiast as they appear in our instructor's manual:

1. $2\frac{1}{2}$ " each. (Refer to instruction Manual—Page 38.)
2. By causing pre-ignition. (Refer to Instruction Manual—Page 92.)
3. Remove cylinders and scrape carbon out. (Refer to Instruction Manual—Pages 37 and 38.)
4. With a special steel split pin. (Refer to Instruction Manual—Page 4.)
5. Once. After being bent or split to prevent its coming loose it can not be straightened without weakening it beyond a safe limit. (Refer to Instruction Manual—Page 4.)
6. .004". (Refer to Instruction Manual—Page 41.)
7. With thickness gauge placed between inlet valve stem and inlet lever. (Refer to Instruction Manual—Page 41.)
8. To insure proper seating of valves and to get greatest efficiency from motor. (Refer to Instruction Manual—Page 40.)
9. To reduce to a minimum, friction caused by the rubbing of two metallic surfaces together, thereby prolonging the life of parts and preventing excessive wear. (Refer to Instruction Manual—Page 36.)
10. Oil is fed to pump from supply tank. On the downward stroke of the pump, oil is drawn in through the inlet port of operating shaft and is then forced out of pump to gear case when pump plunger is on the upward stroke. The pump plunger is operated by a cam on the lower end of operating shaft. (Refer to Instruction Manual—Page 34.)
11. Remove the forward or operating shaft chamber vent screw crank mo-
- tor slowly until oil overflows. When no air bubbles appear, replace vent screw. Repeat the operation for rear or pump plunger chamber. (Refer to Instruction Manual—Page 35.)
12. By the adjusting screw at bottom of pump plunger chamber. Placing more washers under head of adjusting screw causes more oil to be pumped. Removing washers reduces the amount pumped. (Refer to Instruction Manual—Page 35.)
13. Congealed oil or improper oil will cause seizing and stripping of operating shaft and intermediate worm gear. (Refer to Instruction Manual—Page 14.)
14. Every 750 Miles with kerosene. (Refer to Instruction Manual—Pages 36 and 37.)
15. With hand oil pump. No more than three pumpfulls of oil. (Refer to Instruction Manual—Page 37.)
16. Berling Magneto points .016". Bosch Magneto points .014". Dixie Magneto points .020". (Refer to Instruction Manual—Pages 44 and 48.)
17. Use very fine sand paper between points. In extreme case it may be necessary to use fine platinum file. (Refer to Instruction Manual—Page 46.)
18. Overheating and loss of power. (Refer to Instruction Manual—Page 91.)
19. .020" to .022". (Refer to Instruction Manual—Page 42.)
20. Motor will miss at low speed. (Refer to Instruction Manual—Page 94.)
21. Motor will miss at high speed and plugs will foul easily. (Refer to Instruction Manual—Page 90.)
22. Current will jump to nearest ground and no spark will be obtainable at spark plug. (Refer to Instruction Manual—Page 93.)

23. With a cloth moistened with gasoline. (Refer to Instruction Manual—Page 45.)
24. Misfiring and in some cases stopping.
25. By short-circuiting spark plug. (Refer to Instruction Manual—Page 43.)
26. Every 1000 miles. Two or three drops of good machine oil. (Refer to Instruction Manual—Pages 44 and 46.)
27. To mix air and gasoline in proper proportions to form a highly combustible mixture at all speeds for an internal combustion engine. (Refer to Instruction Manual—Page 74.)
28. By measuring the distance between top of float and top of float bowl when float valve is seated. The distance should be 19/32". (Refer to Instruction Manual—Page 78.)
29. Either flooding of carburetor and a rich mixture due to high level, or a lean mixture due to a low float level. (Refer to Instruction Manual—Page 77.)
30. Dirt under float needle valve or soaked float. (Refer to Instruction Manual—Pages 77 and 78.)

How many of the questions did you answer correctly? Remember our suggestion that you consult your manual for references? From the references to the manual after each answer, you will see that there isn't one question that the manual does not answer. From the percentage of questions that you have answered correctly, you can judge pretty well the study made of your Harley-Davidson Manual. While the page references refer to the 1919 Manual, the 1918 and 1917 Manuals answer every question as well.

Stolen Machines

1919 Harley-Davidson, motor No. L19-A-11944, license No. Penna. 5496. Had a tool box on luggage carrier and a Rest-Easy Back rest. Reported by S. C. Hamilton, 5817 Penn. Ave., E. E., Pittsburgh, Pa.

The Arnold Motor & Supply Company, 610 Joplin Street, Joplin, Mo., offers a reward of \$25.00 for the recovery of motorcycle No. L-18-T-15012, the rider of which is supposedly in the vicinity of Beaumont, Texas. There is an unpaid balance on this machine. This motorcycle is equipped with a Berling magneto, Prest-O-Lite tank, lamp, Klaxon horn on tank and F. N. tandem.

1916 gray Harley-Davidson with O. D. Sidecar, motor No. L-11336-MS, owned by John Pualus, 1014 Powers Ave., N. W., Grand Rapids, Mich. Stolen May 25, 1919, at Reed Lake Grand Rapids, and reported by C. C. Cline, 1236 Division Ave., S., Grand Rapids. Reward of \$25.00.

17 J model Harley-Davidson with sidecar, motor No. L-17-T-8889, sidecar No. 17-L-6255. Reported by G. L. Clift Motorcycle Co., 852 Main Street, Worcester, Mass. Reward of \$50.00.

19 J model Harley-Davidson with sidecar, motor No. L-19-T-1005, sidecar No. 19-L-1684. Reported by G. L. Clift Motorcycle Co., 852 Main Street, Worcester, Mass. Reward of \$50.00. Equipped with top and windshield.

1917 Harley-Davidson, motor No. L-17-T-12993, license No. 6200 Mass. stolen at Revere Beach, Mass., June 3, 1919. Machine was olive drab in color. Belonged to Arthur H. James, 50 Bartholomew St., Peabody, Mass. Notify Metropolitan Park Police, Revere Beach, Mass.

1919 Harley-Davidson, motor No. L-19-A-17532, belonging to Richard J. Letsch, 53 Kings Highway, Bridgeport, Connecticut, was stolen in New York. Machine was equipped with a F. N. tandem.

1918 Harley-Davidson with sidecar, motor No. L-18-T-17028, belonging to M. Chase, 66 Oak Street, Naugatuck, Connecticut, was stolen June 15th. License No. 999. Was equipped with a United States Usco tire on rear, a Goodyear tire on the front, and a Firestone tire on 1918 sidecar. There was a dent in sidecar mudguard and three special buttons to snap on a cover on sidecar to protect from weather. Reported by Lang's Motorcyclery, 65 Watertown Avenue, Waterbury, Connecticut.

1918 Harley-Davidson with sidecar, motor No. L-18-T-16249, license No. 5558-N. Y., was stolen on June 14th from Sheepshead Bay Race Track, Brooklyn, N. Y. Belonged to Mr. George F. Stevens, address: c/o V. Lopex & Co., Inc., 182 Duane Street, New York City.

1917 Harley-Davidson motorcycle, engine No. 17-T-1238, equipped with a Bosch magneto, and a Harley-Davidson sidecar equipped with top. Reported by W. W. Whiting, 1309-11 Broadway, Denver, Colorado.

19 J model Harley-Davidson with a 1917 sidecar; motor No. L-19-A-18660. Machine was equipped with Firestone tires and a spotlight, and the sidecar with a Penn. vacuum cup. Machine had a dent in the front. Reported by F. C. Monier & Bro., 38 Main Street, New Britain, Connecticut. \$25.00 reward offered.

On 29th of last October, a Harley-Davidson motorcycle. Motor No., L-17-T-12888. Electric equipped; speedometer and tandem; Goodrich oversize tire in the rear. Bottom of crank case had a V-shaped crack in middle. Taken from private garage in Meridian, Conn. \$50.00 reward for information leading to recovery. Address Silvano Matteneci, Union Bridge, Md.

1918 electric solo Harley-Davidson, model 18 J, motor No. L-18-T-5791, license No. N. Y. 48119. Was stolen from the General Electric

Yards at Schenectady, New York. Machine was equipped with a 1919 frame and front rim, a Kay Bee spotlight, back rest, speedometer light and a stoll rear seat. The front tire, a Firestone, has a plain surface about ten inches long where it had been vulcanized. Owner, Alfred Duglin, R. F. D. No. 6, Box 180, Schenectady, N. Y.

1918 Harley-Davidson with 1919 sidecar motor No. L-18-T-5739, license No. 911 N. Y. Machine belonged to V. D. Dressner, 509 West 124th Street, New York City. Was equipped with electric lights, speedometer, and tandem. Was stolen from garage at 449 West 125th St. on the night of June 26th. Suitable reward offered for recovery of machine.

1918 model Harley-Davidson with sidecar, motor No. L-18-T-18233, stolen on June 10th. Reward \$25.00. Belonged to Otto Kreckow, 4308 Whipple Street, Chicago, Illinois. License No. 194-Illinois.

Model 19-F Harley-Davidson with sidecar; motor No. 19-A-7430; sidecar No. 18-L-14392. Was stolen from home of owner, Creighton Harvey, 2400 West 27th Ave., Denver, Colo., on June 25th. Machine was equipped with a Prest-O-Lite tank and lamp. Reported by W. W. Whiting, 1309 Broadway, Denver.

1919 Harley-Davidson; motor No. 19-A-7134; license No. B-176; stolen in Detroit, June 30th. Owner, Valentine Sikora, 169 Hammond Avenue, Detroit, Michigan.

1919 Harley-Davidson; motor No. L-19-A-10530; owner, Joseph S. Battersby, 113 Thornton Street, Revere, Massachusetts.

Single cylinder Harley-Davidson; model 11 B; year 1915; 6 H. P. chain drive; motor No. J-1457; Indiana license No. X-1334. Special marks: One perpendicular flange broken off on right side of intake and exhaust chamber. Address C. G. Grill, Auburn, Indiana.

Model 19-J Harley-Davidson; motor No. L-19-A-11391; stolen June 28th. Machine might possibly be found in Philadelphia, New York, or Hanover, Pa., or possibly York, Pa. Owner: John W. Neal, 709 North Kenwood Avenue, Baltimore, Md.

1919 Harley-Davidson Motorcycle and Sidecar; motor No. 19-T-593; magneto model; license No. 40 412; equipped with Presto tank and lamp. \$25.00 reward offered for recovery. Notify Geo. S. Carver, 191 Water Street, Binghamton, New York.

16-J model Harley-Davidson; motor No. L-8641-M; owner, Thomas Drustrup, 378 Harrison Street, Council Bluffs, Iowa; date stolen, July 3, 1919. Machine was purchased June 10, 1916. Had been equipped with sidecar, but at the time the machine was stolen the sidecar was disconnected, although machine still had the lugs on for connecting it. The owner's initials, T. D., were stamped on the machine in several places.

1919 Harley-Davidson motorcycle equipped with the 500 type motor, No. 555; date stolen, June 27, 1919; owner, Wm. P. Governor, 23 E. 2nd Street, Girard, Ohio. It is reported that a man left the city of Girard for Washington State June 28th riding a Harley-Davidson motorcycle that looked like new.

Model 19-F Harley-Davidson; motor No. 19-A-7029; license No. B-684 (Michigan); owner, Edwin Hay, 363 Adelaide Avenue, Detroit, Mich. Machine was equipped with an F. & N. tandem with backrail and Presto tank supported on the rear, nickle plated headlight, Stewart auto hand horn on the tank, Pennsylvania Vacuum Cup tires and a Berling magneto. The rear rim was replaced with one having two black stripes on it, and the front fender was touched up with spots of gold paint. There was also a hole on the front fender for attaching an emblem. Reported by W. E. Wandsee Co., 1561 Woodward Avenue, Detroit, Michigan.

1918 Harley-Davidson motorcycle; motor No. 18-T-5944, with National sidecar. Machine was

equipped with an F. & N. tandem, and a Corbin speedometer. Was the property of the Gas Consumers' Ass'n. Notify Alex Klein, 2216 N. Broad St., Philadelphia, Pa.

1918 Harley-Davidson with sidecar; motor No. L-18-T-16296; sidecar No. 18-L-12423; owner, Ed. Koepell, Milwaukee, Wis. Reported by Wisconsin Cycle Sales Co., 726 National Avenue, Milwaukee, Wis. The machine was stolen in Chicago.

1918 Harley-Davidson with sidecar; motor No. 18-T-9208; stolen July 6, 1919; owner, Mr. C. E. Hales, 1022½ West Third Street, Dayton, Ohio. A liberal reward is offered for its recovery.

1916 Harley-Davidson with 1918 sidecar; motor No. M-5244; owner, C. L. Garrison, 404 Monroe St., Gary Indiana; color, 1918 new paint; stolen July 8th at Gary. Machine was equipped with a Pennsylvania cup front tire, rear Defiance, Presto lights, headlight, 8-inch nickel plate lens cracked about 3 inches from top to center. Good F-N tandem. Frame box under engine had one large dent caused by striking railroad rail on a high crossing. Tool box between handlebars. Sidecar was equipped with a new Goodyear tire and a storm cover. Front brace to mudguard was bent upward caused by hooking onto an auto fender. A reward of \$50.00 is offered.

1918 Harley-Davidson motorcycle; motor No. L-18-T-11481; license No. 55311 (Calif.); owner, Paul Schniepp, Orange, Orange Co., Calif. Machine was equipped with a tandem and Corbin-Brown speedometer that registered over 6,800 miles. Part of the "H" and "A" were worn off of the name "Harley." There was also a dent in the tank under gear shift. Machine was stolen at Seal Beach, Calif., on June 15th, 1919. A reward of \$35.00 is offered.

1919 electrically-equipped Harley-Davidson; motor No. 19-A-16099; license No. 15982 Pa.; owner, Mr. Francis Tarr, Pleasant Unity, Pa.; stolen July 11, 1919. Machine had a small dent on each side of tank; tool box was off. A \$25.00 reward is offered.

A Model 18 J Harley-Davidson with sidecar; motor No. L-18-T-7811; license No. 8136 (New Jersey); reported by Carl W. Bush Co., 518 Broad Street, Elizabeth, New Jersey; stolen July 8, 1919. Machine had a small bell flag holder on the front guard, a Corbin-Brown speedometer with speedometer light, an F-N tandem with 3/8 x 2" bolt through rear of frame where rear sidecar connection is fastened. Sidecar had tire rack on rear with extra new 28 x 3 Non-Skid Firestone tire fastened to same. Had Delta Sidecar lamp and Harley-Davidson sidecar cover. Paint all in fair condition. Saddle was rebuilt; had old style Messinger, all smooth leather top with 1918 Messinger springs and truss brace with Rest-Ezy backrest. \$25.00 reward offered.

1917 Harley-Davidson with sidecar; motor No. L-17-T-1943; license No. 996 Pa.; owner, Mr. George Shuler, Harrisburg, Pa. Extra equipment: Firestone Non-Skid casings; sidecar and front wheel casings having red side walls, while rear wheel was equipped with gray side wall casings; speedometer, handbrake and F-N tandem. The sidecar was equipped with large light on sidecar body; light was enameled olive drab and had red lens in rear. On the sidecar chassis, and operated by the foot, was an electric horn. Notify Harvey C. Heagy, 1200 North Third Street, Harrisburg, Pa.

19-F model Harley-Davidson; motor No. 19-A-17970; stolen July 12, 1919. Machine had a dent in the tank on the left side, was new, and magneto-equipped. Owner: Elmer L. May, Toppenish, Wash.

1918 Harley-Davidson with sidecar; motor No. L-19-A-17024; license No. 16909 Pa.; date stolen, July 1st at Kennywood Park near Pitts-

burgh, Pa. Machine was equipped with a K-B spotlight, handbrake, speedometer, sprocket on bar wheel, tank light and horn. Machine was scarred on right side. A \$50.00 reward offered. Owner, Wm. W. Wynkoop, 209 Hazelwood Avenue, Hazelwood, Pa.

19-F model Harley-Davidson; motor No. 19-A-13285; license No. 14949 (New York); date stolen, July 22, 1919. Machine was equipped with Firestone tires, black headlight, Presto tank on handlebars, and a weed back rest. Was reported by Myron Affron, 128 Liberty St., near Broadway, Newburgh, N. Y.

19-F model Harley-Davidson; motor No. 19-A-20422; license No. X-360; date stolen, June 28, 1919, from in front of No. 583 Broadway, Gary, Ind. Was equipped with a Johns-Manville speedometer and a luggage carrier. Notify Geo. C. Fisher, Jr., Indiana Inspection Bureau, Security Bldg., Gary, Indiana.

19 J model Harley-Davidson; motor No. L-19-A-22592; stolen from the freight depot of the Erie Railroad Co., Pavonia Ave., Jersey City, N. J., on Saturday, July 26, 1919. Machine was equipped with Firestone tires and a Harley-Davidson saddle No. 1. Notify Morton D. Lantz, 3386 Boulevard, Jersey City, N. J.

1916 Harley-Davidson with Excelsior Pullman sidecar attached; motor No. L-13181-MS; stolen from the premises at 1078 Rolins Ave., Detroit; owner, Mr. Charles B. Patterson, Detroit. Machine was equipped with a Presto-lite tank on the handle-bars, gas head lamp painted olive drab, aluminum tail light without glass, Stewart hand horn attached to sidecar frame, Pennsylvania vacuum cup tires on the machine and Firestone tires on the sidecar, and an old style Bosch magneto. Machine was finished in olive drab. Reported by W. E. Wandersee Co., 1561 Woodward Avenue, Detroit, Mich.

Repairmen Wanted

Glenn A. Scott, 307 E. 3rd St., Marion, Ind., has an opening for a first-class Harley-Davidson repairman.

The Enterprise Motor & Cycle Company, 128 West First St., Oklahoma City, Okla., is looking for a high grade repairman who can take charge of a large motorcycle repair shop.

J. B. Werner, 934 Main Ave., Passaic, N. J., is in need of a competent all-around repairman, preferably one who has taken a course of instructions at the Harley-Davidson factory or had experience with a Harley-Davidson dealer.

The Carl W. Bush Co., 518 Broad St., Newark, N. J., is looking for three first-class repairmen. They want one man who can locate and correct any form of trouble, electrical or otherwise. This man should also be able to handle customers. They want another man who is very good at motor repair work. They also want one who has had some experience as an enameler and stripper, and can also do general motorcycle repair work.

"Art" Ross, 532 St. Catherine Street, West, Montreal, Canada, is looking for an all-around high grade man to take complete charge of his motorcycle repair shop. Mr. Ross prefers a man who speaks both English and French, and has had a factory training, although these qualifications are not essential if the man is otherwise competent.

H. L. Dipple Co., 534 Mass. Ave., Indianapolis, Ind., are looking for a first-class motorcycle repairman.

The Mitchell Machine & Electric Company, Paducah, Ky., is looking for a man to take care of the selling and repairing of motorcycles and bicycles. This man should be competent to take care of this dealer's entire motorcycle business.

The Heinz Motor Co., 611 West North Ave., Baltimore, Md., is in need of an all-

around motorcycle repairman who can serve as assistant foreman.

J. W. Terhune Co., 239 Main St., Hackensack, N. J., wants an all-around repairman.

J. H. Evans & Son, 925 Wabash Ave., Terre Haute, Ind., want an experienced bicycle repairman.

Dell Ilmberger, 532 E. 5th Street, Sedalia, Missouri, is looking for a competent motorcycle repairman, preferably one who can also do bicycle repair work, although that is not essential.

The Hobbie Motor Car Co., 217-23 Lee Street, Montgomery, Alabama, is in need of one high grade motorcycle repairman, and one first-class parts stock man. Applications should be made promptly.

A competent all-around Harley-Davidson motorcycle repairman is wanted by the Harley-Davidson Cyclery, Stockton, California. This is a permanent position. State age, experience, and salary expected in your application.

P. I. Haynes & Co., 45 E. Long Street, Columbus, Ohio, wants a first-class Harley-Davidson motorcycle mechanic. No other need apply. Wages \$30.00 per week. The mechanic to furnish tools.

P. I. Haynes & Co., 43-45 E. Long St., Columbus, Ohio, are in need of two competent repairmen. Will start them at \$30.00 per week and raise them according to their ability. Men will have to furnish only regular tools, such as wrenches, socket wrenches, files, etc.

Mr. Dell Ilmberger, 619 South Ohio Street, Sedalia, Missouri, is in need of a first-class repairman.

Mr. C. H. Lang, 1704 Michigan Ave., Chicago, Illinois, is looking for two competent repairmen.

WANTED—BICYCLE REPAIRMAN.

Good reliable bicycle repairman at once. Steady work. Fine shop. G. A. Sayers, 101 Third Ave., Cedar Rapids, Iowa.



The Greatest of All Hill Climbs

Motorcycle history records hill-climbs, and more hill-climbs—but few that look *real*, in comparison with the wonderful climbing feat of the Sport Model when it climbed, monkey like, to the summit of Mt. San Antonio, better known as "Old Baldy."

The summit of Old Baldy is accessible by way of only one trail, $7\frac{1}{2}$ miles of twisting burro paths, never previously travelled in any manner, except by husky mountaineers and mountain burros.

The goal was almost two full miles, straight up, and when Jack Fletcher groomed his little mount and started on his journey, the universal opinion was

"it can't be did," but Fletcher did it anyway.

The Mt. San Antonio trail is a terror, even to the stout legged mountaineers, and the record established by this new motorcycle is liable to stand for some time to come.

In places, the trail led over crumbling granite paths with a 3000 ft. slide on the side of the narrow road. In other places the little giant wriggled up almost perpendicular climbs, often 2000 ft. rise to the mile.

Sizing up the event briefly—it's the greatest of all hill-climbs ever known—and the Harley-Davidson Sport Model turned the trick.



Jack Fletcher headed toward the top of "Old Baldy"

3200 S.
WADE

The Harley-Davidson Enthusiast

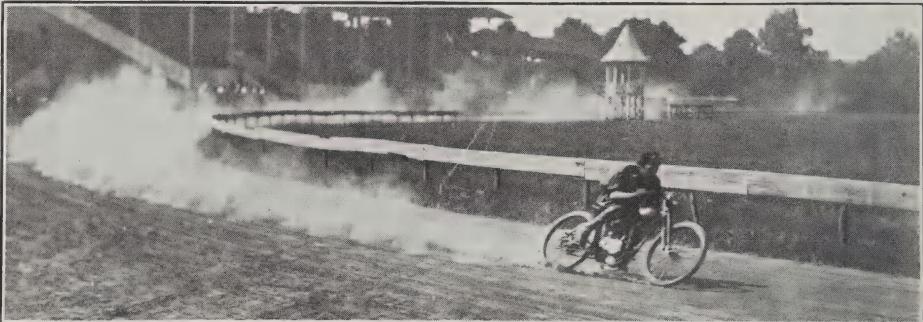
No. 20



"Red" Parkhurst
World's Champion



The start of the 200-mile World's Championship Road Race at Marion, Ind., Labor Day.



George Kort winning the 5-mile event with his Harley-Davidson at the Jasper County (Mo.) Fair



Johnny Krieger, Harley-Davidson dealer, at Loveland, Colo., winning the 5-mile event at Greeley, Colo.

THE HARLEY-DAVIDSON ENTHUSIAST

Published Every Month by the Harley-Davidson Motor Co., Milwaukee, Wis. U. S. A.

No. 20

We Apologize

WHAT for? Because we fell down. We fell down awfully hard, in our attempt to get this little magazine to you promptly once each month. But who could blame a real enthusiast when the Harley-Davidson was trimming the life out of all other motorcycles, all over the country and other countries. We scarcely recovered from one spasm of joy before we went into another one, on account of "still another Harley-Davidson victory." In this issue we are recounting some of these winnings that you may share our joys and feel more proud than ever of your dependable mount. We're sorry we made you wait—but it's still good news.

We're sorry too—that our family of readers grew so rapidly that we did not print enough of our previous issue to reach all who wanted the Enthusiast. We are printing several thousand more of this issue and will try to reach all of you.

In the preceding issue of this booklet, we gave Portland, Ore., credit for a picture showing the start of the Annual Gypsy Tour. This was an error. That nice looking bunch of riders were Portland, **Me.**, enthusiasts.

The Open Muffler Freak

He's still alive in some sections of the country—perhaps always will be—unless private citizens and police, "go gunnin'" like they would for wolves, coyotes, skunks, crows, and other public pests. In some places the officials are arresting and heavily fining these nuisances—and we say Hooray!

Review of the Motorcycle Competitions of 1919

Harley - Davidson Supremacy Consistently Proven

Of all seasons since the birth of the motorcycle—not one has compared with this just ended. 1919 has awakened the world to the immense possibilities of the solo mount and the three-wheeled outfit as a utility and sporting proposition. The motorcycle has found its rightful place and bids fair to make still greater strides in the years to come.

Not alone has the popularity of the motorcyclist increased by leaps and bounds in the eyes of everyone but the motorcycle racer has been the center of attraction as never before.

During the passing year mammoth crowds have witnessed the best races with the best machines ever built and with the best racers that ever straddled

From coast to coast, and in far away countries such as Australia, South Africa, Holland, Japan, and other foreign lands—the Harley-Davidson has been crowned Champion of all motorcycles.

Through the following pages are enumerated some of the mile-stones in the unequalled Harley-Davidson victorious march.

Portland, Ore.

January 1, 1919

Snow, ice and extreme cold, coupled with the worst kind of rough roads, held no terrors for the Harley-Davidson team who took part in the first Endurance Run of the season on New Year's Day at Portland, Ore. Nor did it get the best of them, for theirs was the only team to finish intact, thereby capturing the Trophy given by the Firestone Tire Company.

This team consisted of the Hadfield brothers and Fred Gilbert.

Out of nineteen starters, thirteen finished, four made perfect scores. These were made by Walter and Harry Hadfield on Harley-Davidsons, Ed. Berreth and Dustin Farnum. The course was to Seattle and return, about 400 miles over rough, frozen roads.

Oakland, Calif.

January 19

Eighteen started in the Oakland Endurance Run, and but three finished. "Dud" Perkins with a Harley-Davidson sidecar outfit was the only one to finish with a perfect score.

Sidney, Australia

February 9

R. Schiller using a Harley-Davidson sidecar outfit won the one-mile state championship of West Australia.



*Australian Champion Crawley on his
Harley-Davidson*

the two-wheeled streaks of speed. The competition has been keen—and the Harley-Davidson has closed the season the master of them all.

Christchurch, New Zealand

February 15

The 15 mile Australian Championship was won by H. R. Crawley on a Harley-Davidson. Other events in which the Harley-Davidson showed supremacy were the 10-mile Heavyweight Handicap, the Harley-Davidson taking first and second places; the 5 mile motorcycle vs. Aeroplane, first place; and the 5 mile Sidecar Handicap, first and second places.

San Francisco, Calif.

February 24

Only eight out of twenty-seven starters finished the 170 mile San Francisco Endurance Run, four of these were Harley-Davidsons ridden by Charles Beguhl, "Dud" Perkins, Percy Beguhl, and Dewey Spates. The trophy was won by the Harley-Davidson team.

Denver, Colo.

March 30

A Harley-Davidson driven by Tom McKay in the sidecar class was the only machine to go through with a perfect score. Five other Harley-Davidsons finished with good scores, and only one other machine finished.

Sacramento-Stockton

March 30

Archie Rife and Carl Mankel riding a 1917 Harley-Davidson sidecar outfit broke the Sacramento-Stockton road record, making the fifty miles even in 54 minutes, cutting off 11 minutes from the previous record made four years ago.

Newark, N. J.

April 6

In the 100-mile Non-Stop Run, P. W. Stevens riding a Harley-Davidson was the only entrant to finish with a perfect score. Five other Harley-Davidsons finished with scores ranging from 970 to 999. The only other make to finish received but 899 points.



"Dud" Perkins of Hill Climbing Fame

Huntington, W. Va.

April 14

The Harley-Davidson carried off first and second places in the 10-mile and 4-mile races at the meet held on Proctorville Fair Grounds, with Cook featuring. First place in the 3-mile amateur event and second place in the 5-mile race were won by the Harley-Davidson.

Capistrano Hill Climb

April 13

"Dud" Perkins on his Harley-Davidson won the Free-For-All-Event—made the fastest time out of thirty entries—and broke the record for the course. He went over the top of the famous Capistrano Hill in 36 4-5 seconds, 15 1-5 seconds faster than his closest competitor.

Dover Hill Climb

April 13

Here's where "T-N-T" Terpening, Johnnie Terhune, and "Big Bill" Specht won everlasting fame for the Harley-Davidson. The open solo



Nageta Seigiro—Japanese Champion

event, the open sidecar event, and the stock solo event all fell before their onslaught.

"T-N-T" Terpening, in winning the Stock Solo and Open Sidecar events, established new records for the Dover Hill.

Fresno, Calif.

April 13

The Harley-Davidson won first and second places in the 10-mile Stock and the 5-mile Stock races.

Bakersfield, Calif.

April 20

Albert (Shrimp) Burns won first place for the Harley-Davidson in both 5-mile Stock events, and Maurice Tice, also on a Harley-Davidson, took second place in the first 5-mile Stock event.

Coblenz, Germany

April 21

The Harley-Davidson took first and second places in the solo class, and first in the sidecar class.

Narua, Japan

May 4

Both the 25-mile and 20-mile races were won by Nagata Seigiro on a Harley-Davidson. No wonder the Harley-Davidson is referred to in Japan as the "Invincible Motorcycle."

Durban, South Africa

May 7

In the Durban to Durban via Ladysmith Reliability Trial held during the month of May, Bobbie Blackburn, riding a 9-horsepower Harley-Davidson, came in a very easy first with a perfect score, covering the course of 306 miles in 8 hours and 42 minutes.

Sacramento, Calif.

May 7

This was the Endurance Run where the Harley-Davidson got more perfect scores than all the other makes combined; where out of twenty-nine starters, but five failed to finish.

Bronx, N. Y.

May 18

All Harley-Davidson enthusiasts must remember the big Crotona Endurance Run when, in spite of the 535-miles of fierce roads, the percentage of Harley-Davidsons (83%) finishing the run was larger than any other make of machine. When, also, only 60% of the nearest competitors were able to withstand the hardships of the contest.

Twenty-nine Harley-Davidsons entered. Twenty-four finished. Seven came through with perfect scores. These riders were Henkel, Weishaar, Stuart, Falrey, Terpening, Wennick and Woods.

The only Harley-Davidson Sport Model entered was ridden by R. S. Woods, and he rode it through with a perfect score.

Cedar Rapids, Ia.

May 25

In the 207-mile Cedar Rapids Endurance Run, only twelve out of twenty-seven starters finished. Only one perfect score—and that made by a Harley-Davidson. Two next highest scores (998)—also made by Harley-Davidsons.

Queensboro L. I. Hill Climb

May 25

The open stock, closed stock, novice, and sidecar events—all fell to the Harley-Davidson at the Hill Climb held by the Queensboro Motorcycle Club at Cold Spring Harbor, Flushing, L. I., on May 25th. "T-N-T" Terpening, Johnnie Terhune, Bill Specht, Jr., Leon Meola, and Ray Weishaar, winner of the sidecar event, were the heroes of the day.

Four hundred feet of loose sand, tree stumps, etc. had to be plowed through and dodged on a grade of 60 to 70 degrees before any machine could reach the top of Cold Spring Harbor Hill. The hill was so steep that some of the machines turned turtle. Yet the Harley-Davidson climbed it.

Davenport, Ia.

May 30

The Harley-Davidson won the second 5-mile stock race and the 15-mile open event.



Ray Penticost on top of Mt. Spokane

Marion, Ind.

May 30

Six out of eight events a sweeping victory for the Harley-Davidsons that was destined to be repeated in Marion on September 1st.

In the 5-mile open, the 10-mile open, and the 20-mile Free-for-all, the Harley-Davidson took all three places.



J. B. Werner on Harley-Davidson, only sidecar to finish with perfect score in New Jersey Endurance Run.



*Johnnie Terhune
Famous throughout the East for his
Harley-Davidson feats*

In the 2-mile Twin Lightweight and the novelty races, the Harley-Davidson took first and second places.

In the 5-mile sidecar race, the Harley-Davidson took first place.

There were seventeen starters in each race, including all makes.

Minneapolis, Minn.

May 30

The two highest scores were made by the Harley-Davidson in the Minneapolis Endurance Run from St. Paul to Hastings and back, a distance of 286 miles. Four Harley-Davidsons finished; only one of another make.

Newark, N. J.

May 30

Six perfect scores to the next team's four—yes, the Harley-Davidson entries in the Newark Endurance Run were there. But they couldn't help it, because that seems to be a Harley-Davidson habit when it comes to making the majority of perfect scores in endurance runs.

Joy W. White, Harley-Davidson, won the Indian cup for the highest Novice solo score.

Werner, Harley-Davidson, won the gold medal for the highest sidecar, being the only sidecar to finish with a perfect score.

Reading, Pa.

May 30

The Harley-Davidson won first and second places in the 10-mile amateur sidecar and the 10-mile professional sidecar races.

Watertown, N. Y.

May 30

Ray Weishaar won the 3-mile race and William Martin the 2-mile race for the Harley-Davidson.

Wheeling, W. Va.

May 30

The Harley-Davidson rode off with all solo events—four of them. Maldwyn Jones starred in the 5-mile professional open, his time being 5:37 1-5. Jones also won the 5-mile open; Cheshire won the 5-mile amateur.

Milwaukee, Wis.

May 30-31 and June 1

Well, nobody thought it could be done. What? Why, making a perfect score over the 778-mile course of the Wisconsin 3-Day Endurance Run. No one had ever succeeded in former years. But in this year's run two Harley-Davidsons swept over the miles of muddy, almost impassable roads and trails, back to Milwaukee, with perfect scores.

One of these machines was a sidecar outfit driven by William McCowan. The other was a solo machine driven by Claude Smith. Both of these riders were private owners.

Sixteen riders started. Eight were Harley-Davidsons. Only seven machines finished the run—and all of them were Harley-Davidsons except one.

The four highest scores were Harley-Davidsons. The third highest score, 985 was made by the only Harley-Davidson Sport Model entered.



Harold Young and his Harley-Davidson romping away from the automobile in the match race at Mansfield, Ohio.

Davenport, Ia.

May 31

The 100-mile State Championship was won by Buck Sargenson on a Harley-Davidson. Also, the 5-mile novelty race.

Greeley, Colo.

May 31

John Krieger on a Harley-Davidson established a new track record of 1:10 in the 1-mile time trial. The Harley-Davidson also won the 10-mile (flying start), the 3-mile sidecar, and 5-mile sidecar events, Krieger featuring in the 10-mile and Frank Kunce in the last two.

Harrisburg, Pa.

May 31

The Harley-Davidson cleaned up four out of six events. Track record was broken by Peters on a Harley-Davidson.

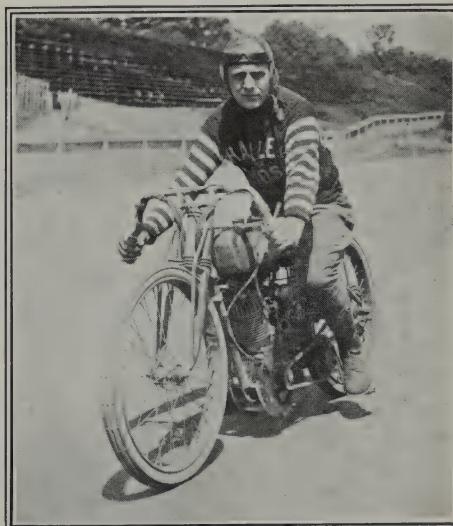
Portland, Ore.

May 31 and June 1

Those were two great days for the Harley-Davidson.

On the 31st "Red" Parkhurst captured the 1-mile track record in 48½ seconds, the 5-mile stripped stock event, and the 10-mile stripped stock event—and C. J. Winger, also on a Harley-Davidson, pulled down the 15-mile Northwest Championship.

On June 1st, Shorty Spencer helped carry out the Harley-Davidson's reputation for consistency by winning the 5-mile 4 H. P. stripped stock event. "Red" Parkhurst contributed by winning the 5-mile 7 H. P. stripped event. Hugh Harrison and E. Miller on a Harley-Davidson won the 5-mile sidecar event, and last of all, Harry Brandt, riding a Harley-Davidson, of course, won the 15-mile stripped stock Northwest Championship.



*Harry Brandt
Winner of Northwest Championship*

Perth, Australia.

June 2

Of ten entries in the Reliability Run at Perth, June 2nd, but four finished—two of them Harley-Davidsons. Highest score was won by M. H. Smith on a Harley-Davidson.

Nashville, Tenn.

June 9

Three-mile amateur, Harley-Davidson, first. Three-mile novelty, Harley-Davidson, first. Nine-mile professional, Harley-Davidson, first. 25-mile professional, Harley-Davidson, first.

Birmingham, Ala.

June 14

The Hill Climb at Birmingham was another Harley-Davidson victory. Hill three-tenths mile; grade from 15% to 35%.

First, Gail Joyce, Harley-Davidson, Time, 14 3-5 seconds.

Second, Ollie Roberts, Harley-Davidson, Time 15 seconds.

Kalamunda, Australia

June 15

At the Lesmurdie Hill Climb held here on June 15th, the Harley-Davidson ridden by M. H. Smith made the fastest time. The Harley-Davidson also received first two places for the greatest number of merits.



Orie Dunham of Colorado and Kansas Fame

Lansing, Mich.

June 16

The Harley-Davidson just couldn't keep from taking all the first places in the Lansing Hill Climb, the first really big hill climb ever held in Michigan. You see, when somebody said, after taking one glimpse at the hill, that it couldn't be done, that was all that was necessary to get the Harley-Davidson "Over the Top."

Vic Sinz starred in the novice and Oscar Lenz in both stock events.

Bridgeport, Conn.

June 18

William Herman and H. Gomperts riding Harley-Davidsons won first and second places respectively in both open and stock events at the Bridgeport Hill Climb.

Three-Flag Course

June 18

Hap Scherer smashed all Three-Flag records of big machines with the little Sport Model, his time being 64 hrs. 58 mins.—just 5 hrs. 2 mins. less than the old record made in 1917.

Port Jervis, N. J.

June 20

Marschalk and McWilliams got first and second places in the Port Jervis Hill Climb.

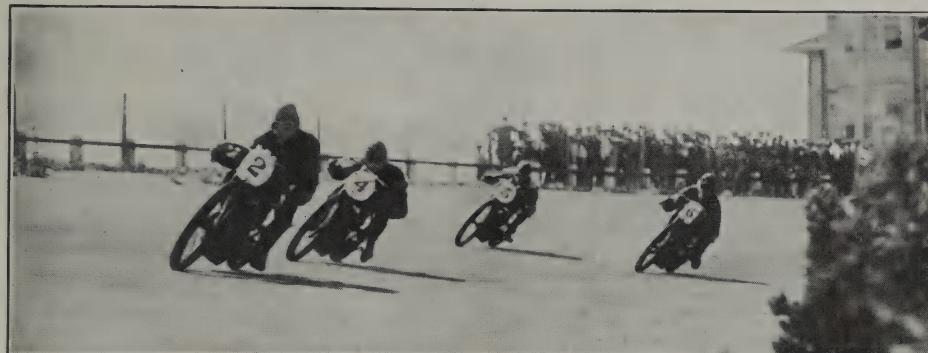
Ascot Park, Calif.

June 22

The Harley-Davidson team brought home the greatest of all victories at Ascot Park on June 22nd when they captured the first five places—a feat never before equalled in motorcycle racing. It was the 200-mile National Championship. Ralph Hepburn, 1st; "Red" Parkhurst, 2nd; Ray Weishaar, 3rd. "Shrimp" Burns, 4th; Earl Roylance, 5th.

Hepburn's average for the distance was 72.32 miles per hour, establishing a new record for the Ascot Park Speedway, breaking all records of the track.

Parkhurst, Weishaar, Burns and Roylance followed Hepburn across the finish in close formation—in fact, a large blanket could almost have covered the first three.



The winning Harley-Davidson group at Ascot Park, making a turn in close formation.

Only three riders of other makes finished, and they were several laps behind the Harley-Davidson aggregation.

Harley-Davidson pit service was marvelous. The pit men established a record when they changed a rear wheel and filled oil and gas tanks in 38 seconds.

Omaha, Nebr.

June 22

At the severest and toughest Endurance Run ever staged by the Omaha Motorcycle Club, a Harley-Davidson was the only machine to come through with a perfect score. The four next highest places also fell to the Harley-Davidson—making it a 1-2-3-4-5-clean-up.

Fourth of July Winnings

That grand firework display you reveled in every 4th of July when you were just a little "shaver" had nothing on the excitement furnished by the Harley-Davidson at the Independence Day meets all over the country.

First of all, at Grand Island, Nebr., they whizzed around the track at such a dizzy speed that "Red" Parkhurst won the time trial in 1:18—a speed of 82.95 miles per hour.

Then, Ralph Hepburn and Ray Weishaar thought they would like a little of the glory, too, and dashed

off with the 25 and 50-mile Free-for-Alls, Hepburn making the 25-Miles in a speed of 79.29 miles per hour and Weishaar the 50-miles at 76.92 miles per hour. Wm. Powell on a Harley-Davidson wound up by capturing the Hall County Championship.

At the same time, out east in Baltimore, Md., "Shrimp" Burns, astride his Harley-Davidson, swept to victory in the 5-mile Professional Sidecar and the 5-mile Professional Solo, and the



*Ralph Hepburn
200-mile National Champion at
Ascot Park, Calif.*

second 5-mile Professional Solo races, and made his competitors look like amateurs. Ben Blackstock added to the Harley-Davidson winnings the 5-mile Amateur Sidecar race, after which he turned professional, and won the second 5-mile Professional Sidecar race.



*Ted Gilbert
Who helped to make the Harley-Davidson famous in and around Portland, Oregon*

At Baker, Ore., the Harley-Davidson won first in the four events staged.

The 25-mile Free-for-All was captured by Victor Sinz on his Harley-Davidson at the Grand Rapids, Mich. meet.

At Greeley, Colo., Dunham won first in the 3-mile single-cylinder open and also in the 5-mile open for the Harley-Davidson.

First and second places were won in the 5-mile sidecar event and first place in the 25-mile race by the Harley-Davidson at Lima, Ohio.

Keenan riding a Harley-Davidson at the Pottstown, Pa. races won the 5-mile amateur sidecar and the 10-mile professional sidedar.

At Winchester, Ind., the Harley-Davidson won four firsts out of five events.

Riding a Harley-Davidson sidecar outfit, Walter Cunningham won the two 3-mile sidecar races at Wichita, Kans.

New South Wales, Australia

July 9

At the economy Tests held by the Newcastle Motorcycle Club of New South Wales, Billy Thomas on a Harley-Davidson took first place in the solo class on ten miles per gallon, and second in total mileage per gallon, his mark of 139.13 miles per gallon being bettered by only 8.54 miles per gallon by a rider of another make of motorcycle, the total weight of machine and rider being less than two-thirds of the Harley-Davidson.

"Old Baldy" or Mt. San Antonio Climb

July 11

D'you remember? "Old Baldy" was the mountain they said couldn't be climbed by any motor vehicle. But when the little Harley-Davidson Sport Model got started with Jack Fletcher at the helm, it soon showed those "Doubting Thomases" that "Old Baldy's" 10,080 feet of treacherous trail was nothing in its young life.

Who said the Sport Model isn't "Boss of the Solo Mounts"?

Columbus, Ohio

July 13

Six events were staged, and six Harley-Davidson firsts were made at the Columbus, Ohio races.

"Shrimp" Burns hopped off with the 5 and 10-mile professionals and the 50-mile Free-for-All.

Coles won the 5-mile amateur open event; Lang, the 5-mile sidecar, and P. I. Haynes the 5-mile special match sidecar race, all mounted on Harley-Davidsons.

Minneapolis—St. Paul, Minn.

July 13

Out of thirteen starters in the Twin Cities Endurance Run, only eight finished. In the sidecar class, the three highest scores were made by Harley-Davidsons.

Fiddler's Elbow Hill Climb

July 14

Fiddler's Elbow is a mighty hard hill to climb, going up 1675 feet of

mountain road with deep holes and sharp turns, but the Harley-Davidson easily took first place in three of the four events held. And lost the fourth only through an unfortunate spill.

Johnnie Terhune won the 60 cubic inch stock solo; Faust, the novice sidecar and Wm. Specht, Jr., the 74 cubic inch open sidecar event.

Escanaba, Mich. July 20

Burns and Hepburn won first and second places in the 1-mile, 3-mile, and 5-mile races for the Harley-Davidson. Only one other event was pulled off.

Other July Winnings

On July 18th, way out in Montevideo, Uruguay, Villaveiran drove the Harley-Davidson to victory in both the Free-for-All and sidecar races.

One day later up in Orilla, Ont., Canada, the Harley-Davidson won three out of the six races.

On the same day "Red" Parkhurst won the track record at the Uniontown, Pa., races, averaging more than 90 miles per hour, and Harry Smith on a Harley-Davidson won the 8-mile Police Race at the Sheepshead Bay Speedway.

On July 20th, at the Clarkston, Mich., Hill Climb, the Harley-Davidson won first place. At the Detroit, Mich., Hill Climb held on the same

day, all events were won by the Harley-Davidson.

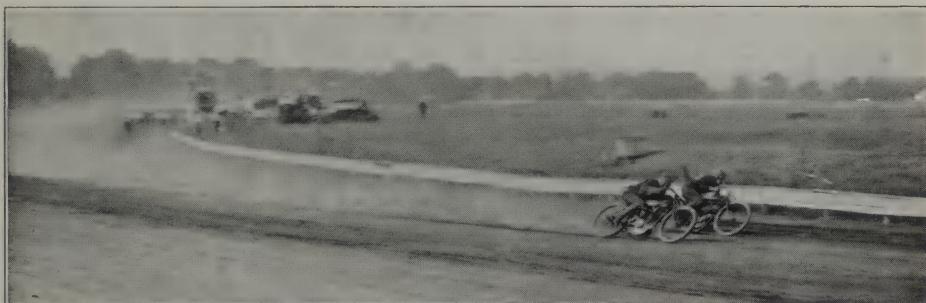


Big Bill Specht sending his Harley-Davidson up the Port Jervis Hill.

Rocky Butte Climb

August 1

The eleven hundred feet of narrow, brushlined trail that goes almost straight up the side of Rocky Butte may look impossible to other motor vehicles, but to the Harley-Davidson Sport Model it wasn't any task at all. Under Ted Gilbert's guidance, it climbed right up to the top without a bit of trouble, and gained the distinction of being the first motor-driven vehicle to reach the summit.



Burns nipping Gene Walker at Columbus, (O.) Races.



*"Cyclone" Brown
Who established the "Six State Record"
on a Harley-Davidson.*

Mansfield, Ohio

August 3

The Harley-Davidson started the month of August well by winning five out of the six events staged at the Mansfield, O., race meet.

In the 5-mile professional qualifying heats, William Governor won the first heat and Stone, the second and final heats, both mounted on Harley-Davidsons.

The 3-mile amateur, the 3-mile special race, and the 5-mile events were also won by the Harley-Davidson. The 3-mile special race was especially exciting, the Harley-Davidson winning out against a stripped light automobile.

Ryantown, N. J.

August 3

John Terhune, Bill Specht, Jr., and "T-N-T" Terpening again came to the fore in the Port Jervis Hill Climb. Specht and Terpening took first and second places in the 61 cubic inch stock sidecar event, while Terhune easily won the 61 cubic inch stock solo. The novice stock solo event was won by Fred Marschalk, also on a Harley-Davidson.

Sydney, New South Wales

The Australasian Championship was won by Billy Thomas— $11\frac{1}{4}$ miles in 12:41 1-5. The first and second heats of the 5 laps Handicap event were won by Harley-Davidson, J. Mostyn winning the former and W. Thomas the latter.

Six-State Course

August 20

Louis L. Brown, riding a Harley-Davidson, established a new "Six-State Record." He covered the course of approximately 600 miles in 22 hours and 5 minutes, running through mud and rain, and a part of the time without lights.

The course starts at Augusta, Me., and extends through Vermont, New Hampshire, Massachusetts, Rhode Island, and Connecticut.



"T. N. T." Terpening conquering his Harley-Davidson and the steep Port Jervis Hill.

Mt. Spokane Climb

August 23

The Harley-Davidson Sport Model accomplished still another feat when Ray Pentecost drove it to the top of Mt. Spokane, 6000 feet above sea level. For the round trip to the summit and back to Spokane, a distance of about 76 miles, Pentecost used less than a gallon of gasoline.

Kobenhavn, K., Denmark

August 23

Walther Schmidt won the solo race riding a Harley-Davidson. In winning this race, he not only was first in his class, but was also first of all competitors in all classes, making the best time that has ever been officially times over one kilometer in Denmark.

F. Mortland, also on a Harley-Davidson, won the sidecar race.

Sierra Nevada Climb

August 24

In the annual climb over the Sierra Nevada mountains, Carl Mankel, on a Harley-Davidson, carrying Ben Shoenbackler as a tandem passenger, was the first one over the top. He traveled 15 miles of the 419 miles, from Sacramento to Lake Tahoe, through snow from 3 to 15 feet deep.

Johannesburg, South Africa

August 25-26

Bobbie Blackburn achieved a wonderful record for the Harley-Davidson in the Johannesburg-Durban Marathon Motorcycle Race. There were 47 entries in this race. Only 14 finished. Blackburn, although the 44th man to leave Johannesburg, giving the other riders starts ranging up to 4 hours and 38 minutes, finished third. He not only made the fastest time of any of the riders entered, but also broke the record over that course, his time being 11 hrs. 15 mins. 51 secs.

In spite of the fact that the roads were the worst imaginable, traversing fields of mud and water holes, and



Ray Pentecost and his Sport Model "going up" on one of his hill-climbing stunts.

that the machine he rode was a second-hand 1917 model equipped with only a stock motor, Blackburn had no mechanical difficulties, experiencing only 30 minutes' delay through tire trouble.

New York—Chicago Run

August 27

Only four days after the Mt. Spokane Climb, Hap Sherer won more fame for the Harley-Davidson Sport Model, establishing a New York-Chicago record of 31 hours and 24 minutes, cutting 10 hours and 56 minutes



*Johnny Krieger
The star of the Loveland Races.*



C. F. Flateau

Only solo rider to finish with perfect score in Buffalo 24 hour Reliability Tour

off the old record. This record was the more remarkable because of the fact that he had travelled over 11,000 miles on the same machine immediately preceding this run. Sherer's time is the fastest ever recorded by a motor vehicle for the distance between these two cities.

Loveland, Colo.

August 29

Six events—all won by Harley-Davidsons—a clean sweep long to be remembered by those Harley-Davidson enthusiasts who were fortunate enough to see it.

The 10-mile Solo Championship was won by Krieger, with Dunham, also on a Harley-Davidson, coming in second.

Minneapolis, Minn.

August 30

Out of six entries in the Minneapolis Endurance Run, Oscar Becker on a Harley-Davidson was the only one to come through with a perfect score.

Buffalo, N. Y.

August 31

There were thirty starters in the Buffalo Twenty-four Hour Reliability Run, including six different makes of machines. Five finished with perfect scores. Four were Harley-Davidsons.

Additional August Winnings

On August 16th at the Canton, O. races, the Harley-Davidson won the 3-mile sidecar and the 5-mile sidecar events.

Two perfect scores and the next highest score were made by Harley-Davidsons in the Grand Rapids, Mich., Reliability Run of 300 miles held on August 17th.

Marion, Ind.

September 1

The 200-mile International Championship Road Race at Marion, Ind., on Labor Day—one of the three biggest motorcycle events of the season, Ascot Park preceding and Sheepshead Bay following it—was another complete Harley-Davidson victory. Fifteen thousand motorcycle enthusiasts watched the Harley-Davidson take first, second, and third places.

Red Parkhurst thrust back his auburn locks, donned his helmet, and fastened a rabbit's ear and hind foot to his motorcycle for good luck, explaining meanwhile to the starter that "when the rabbit's ear fell flat, you can all know that I am bound to win this race," and dashed off. His prophecy came true, for he thundered in over the home stretch at ninety miles an hour and easily won first place.

Ralph Hepburn followed him, winning second place, having had no mechanical trouble and stopping only for gas.

Next came Otto Walker, fresh from France, smiling and wearing his captured Hun aviator's helmet.

The official distance for the 40 laps was 206.9 miles. This was travelled in 3 hrs. 6 min. 33 4-5 sec.—an average of 66.6 miles per hour.

Every trophy offered was won by a Harley-Davidson rider—\$1000 of the \$1100 prize money went to Harley-Davidson riders.

Otto Walker won the Hendee trophy for winner of the first twenty laps.

More Labor Day Victories

Harley-Davidsons were entered in seven races at the Wichita, Kans. meet, and won four, Cunningham winning the three sidecar events.

The 5-mile, 10-mile sidecar, and 15-mile solo races were all cleaned up by the Harley-Davidson at the Cincinnati, Ohio Labor Day Races.

Harley-Davidson riders won all events at Cortland, N. Y. on September 1st, three sidecars and three thirty-fifties.

Twenty-one entries started in the Montgomery, Ala. Endurance Run held on this date. Five finished with perfect scores. Four of these were Harley-Davidsons.

The 5-mile open and 15-mile races were won by Harley-Davidsons at Port Huron, Mich. on Labor Day.

J. H. Williams on a Harley-Davidson took first place in the 26-mile race held at Savannah, Ga. on the same day: time 26:25; course wet and turns muddy.

The motorcycle races at Shreveport, Louisiana on September 1st were all won by Harley-Davidsons. N. J. Drew took first place in the 1-mile, 2-mile, 5-mile and 10-mile events.

"This sure was some Harley-Davidson clean-up," wrote our Waco, Texas, dealer after the races held there on Labor Day. "Our pocket valve motors simply walked away from the oversize big valves and eight motors."



*Leslie (Red) Parkhurst
World's Champion with the Machine and
Smile that Always Win*

Newburgh, N. Y.

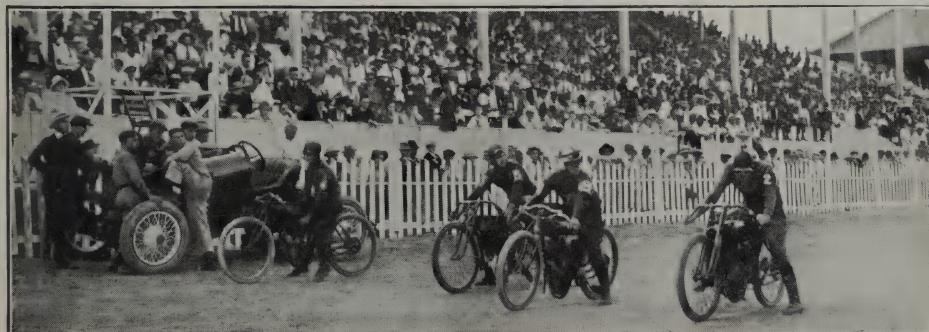
September 5-6

The Harley-Davidson won first in every event, George Conklin starring in the 5-mile Free-for-All on the 5th and in the 5-mile open and 5-mile free-for-all on the 6th, while Tom Vincent won the 5-mile stock event on the latter date.

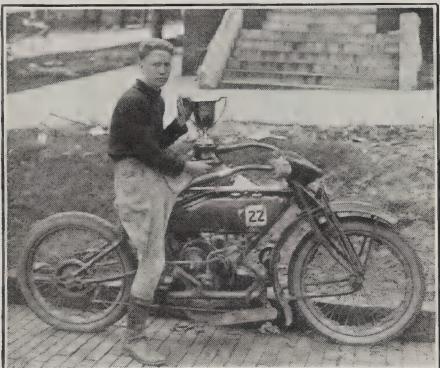
Detroit, Mich.

September 7

Ten-mile Post Office Championship won by Gest; 2-mile match race, Burns; 2-mile novice sidecar event, Smith; 25-mile professional sidecar



Scene at the Jasper County (Mo.) Fair Races.



*A. D. Armistead
Sport Model Winner at Montgomery
Endurance Run.*

race, Freyer—all on Harley-Davidsons. The Harley-Davidson did not take part in the 10-mile police race, the only other event staged at the meet.



*Maldwyn Jones
One of the World's Greatest Team*

Everett, Wash.

September 7

Seventeen riders entered the endurance run held between Blaine and Everett, a distance of 112 miles. Nine perfect scores were made. Five of these were Harley-Davidsons. Reg Vorce riding a Harley-Davidson made the fastest time to Blaine, and again on the return trip.

Newark, N. J. Endurance Run

September 7

Five perfect scores, Harley-Davidsons.

Three Sport Models entered; two finished with perfect scores; ridden by "Hap" Scherer and Hascall.

Twenty sidecars entered the Endurance Run, and only one finished with a perfect score. This was a Harley-Davidson ridden by Keenan and Stierhoff.

Steptoe Butte Climb.

September 14

Just another one of those seemingly impossible climbing feats that the Harley-Davidson Sport Model revels in pulling off. Ray Pentecost was the driver and the machine was the same Sport Model that Ray used to climb to the peak of Mt. Spokane, and the time consumed in climbing to the top of Steptoe Butte's 600 odd feet of rock and boulder strewn trail was just ten minutes. We'll have to hand it to Ray. He's some climber.

Three-Flag Course.

September 14

Walter Hadfield, riding a new 1920 Harley-Davidson, smashed all previous records made over the Three Flag Course by lowering the record to 51 hrs. 22 mins.

This course which includes 1,715 miles from Blaine, Canada, to Tia Juana, Mexico, has had more attention during the present year than any other of the great road contests. The record has been broken four times this season. On June 18th, Hap Scherer on his Harley-Davidson Sport Model lowered the time from 70 hrs. flat, the 1917 record, to 64 hrs. 58 mins. This record still stands for the middleweight machine.

On July 15th, the time was cut to 59 hrs. 47 mins; on July 25th to 53 hrs. 28 mins; and last of all, by Walter Hadfield to 51 hrs. 22 mins. giving the Harley-Davidson undisputed title to both records, middleweight and heavy machines.

Hadfield's record is especially noteworthy because of the fact that the roads were in an extremely bad condition at the time the run was made and many detours were necessary.

Bridgeport, Conn.

September 20

Six events were staged at Bridgeport—six Harley-Davidson firsts—six Harley-Davidson seconds.



*Albert (Shrimp) Burns
100-mile National Champion*

Hepburn won first and Weishaar second in both three-mile open events and the five-mile open event. Herman and Gompert, in order, took the three-mile novice relay. Peck and Edwards won both three-mile sidecar events.

Hepburn lowered the track record to 1 min. 9 2-5 seconds.

Denver, Colo.

September 21

Thirty-five thousand people saw the Harley-Davidson take first place in every event at the Denver, Colo. races.



*E. H. Farrell
Winner of 10-mile Metropolitan Professional
Championship Sheepshead Bay Races*

"Red" Parkhurst won the 1-mile time trial, lowering the track record to .49 flat, the 5-mile solo, the 10-mile solo and the 25-mile Rocky Mountain Championship.

The 4-mile and 8-mile sidecar events were won by Kunce.

Madrid, Spain.

September 25

What is considered the most important motorcycle race in Europe—the 12-hour race on Quadarama Madrid Circuit in Madrid, Spain—proved to be an enormous triumph for the Harley-Davidson. There were 28 competitors. Twenty-one finished, of which eleven were Harley-Davidsons. The three most famous Spanish



*Mr. and Mrs. Charles Latterman, Park Ridge,
N. J. Winners of sidecar event,
Seidler's Beach, N. J.*



*Al Williams
Perfect score winner in the 1000-mile Portland Endurance Run*

riders were mounted on the three best-known American makes of motorcycles.

The Harley-Davidson won first, second, third, fourth, and ninth places among the solos; first, second, third, fourth, fifth, and eighth in the sidecar class, and the prize for consistency. The Harley-Davidson team was given first honors.

Great enthusiasm is being evinced for the Harley-Davidson machine.

Worcester, Mass.

September 27

At the Hill Climb held by the Worcester Motorcycle Club for club members only, the Harley-Davidson captured five firsts out of the six events staged. The amateur middleweight contest was won by Roy Morris on a Harley-Davidson Sport Model.

Other September Winnings

On September 7th at the Columbus, Ohio, races Ray Weishaar won the 50-mile open race—the big event of

the day. Blaine riding a Harley-Davidson won the only sidecar event staged.

At the toughest endurance run attempted during the present season by the Grand Rapids, Mich., Motorcycle Club, three out of the six riders who started were forced to drop out. Two of the three who finished were Harley-Davidsons. Vic Sinz on a Harley-Davidson made one of the two perfect scores.

The Hill Climb held at Steubenville, O., on September 15th was a complete Harley-Davidson victory. Neiden-gard, 1st; Nickelson, 2nd; Straka, 3rd, all riding Harley-Davidsons.

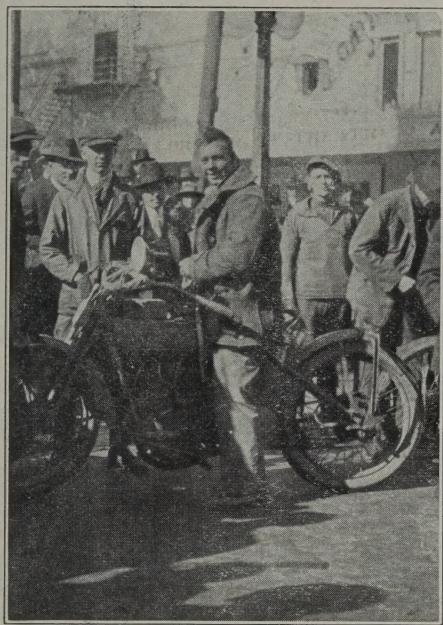
At the Dayton, Ohio, races on September 28th, Maldwyn Jones, famous Harley-Davidson racer, lowered the 10-mile track record to twelve minutes flat.

The 15-mile Sweepstakes, 30-50 open was won by Keller on a Harley-Davidson at the South Bend, Ind. races on September 28th, and the 5-mile sidecar event, by Rhodes.

The two sidecar events were won by Harley-Davidson at the Toledo, O. races on September 28th.



*George Faulders
Winner of the Queen City Hill Climb
Oct. 5th.*



Fred Gilbert, Perfect in the Portland Run

Portland, Ore.

October 27

The Harley-Davidson made a fine showing in the Annual Endurance Run of the Rose City Motorcycle Club, coming in with five perfect scores out of eight entries. Al Williams, Walter Hadfield, Ed Carlson, Fred and Ted Gilbert were the heroes.

Ted Gilbert rode the only Sport Model entered. The story of the wonderful record it made in spite of many obstacles is told elsewhere in this issue.

The course covered 1,040 miles of the worst roads in the Northwest.

New Brighton, Pa.

October 4

All events won by the Harley-Davidson, J. R. Fry featuring in the first and second 5-mile solos, and W. Governor in the two 5-mile sidecar events.

Harrisburg, Pa.

October 27

In the Fall Endurance Run held over a 160-mile course of dirt and mud roads, the only perfect score made

was made by Harvey C. Heagy on a 1920 J Harley-Davidson sidecar outfit. The two next highest scores were also made by Harley-Davidsons. Out of the 21 starters in this run, only six finished—four, Harley-Davidsons.

Ellsworth, Kans.

October 20

John Krieger, Harley-Davidson, won all four events held, thereby capturing the State Championship.

Providence, R. I.

October 25

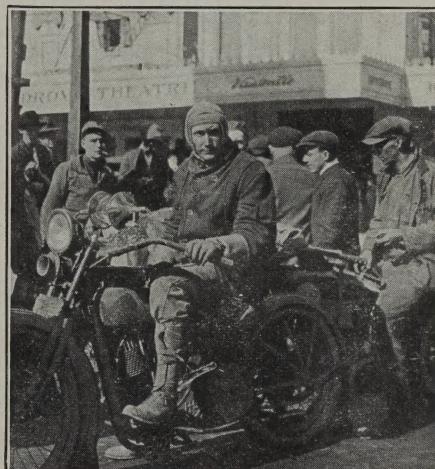
At the Field's Point Hill Climb held at Providence on the 25th of this month, H. B. Burnett on a Harley-Davidson won first place in three out of four events.

Other October Winnings

Steve Straka, on a Harley-Davidson, won first place in the two events pulled off at the Steubenville, O., Hill Climb held on October 19th.

On October 12th, at Rockford, Ill., Howard Ryan riding a Harley-Davidson won the 25-mile feature event of the state amateur motorcycle races.

Walter Griswold on a Harley-Davidson won first place in the 10-mile event at the Waterbury, Conn. races, on October 14th.



Ed Carlson, Perfect in the Portland Run



Weishaar taking the lead in the 50-mile National Championship, Sheepshead Bay, New York, Oct. 11, 1919.

Sheepshead Bay, N. Y.

October 11

The Sheepshead Bay races held on October 11th marked an epoch in the history of the game. On that day, 17,000 spectators, after weeks of suspense, saw the Harley-Davidson walk off with the lion's share of the spoils just as it did at Ascot Park on June 22nd, and at Marion, Ind., on September 1st, and at countless other places during the season.

Eight events were staged. Five were won by Harley-Davidsons.

Albert Burns on his Harley-Davidson dashed off with the 100 mile National Championship, and then rode the same machine to victory in the 20-mile event while the machine was still hot. More proof of Harley-Davidson endurance.

Ray Weishaar carried off the honors for the Harley-Davidson in the 50-mile Championship, and incidentally broke the world's record for that distance—cutting the former time of 33:55 1-5 down to 32:57 2-5.

Otto Walker, against some of the keenest competition ever seen on the motorcycle field, won the 2-mile Professional Championship with his Harley-Davidson, and broke all records for speed in motorcycle competition, averaging a mile in 37 3-10 seconds or 96½ miles per hour.

D. H. Farrell, from Philadelphia, mounted on a Harley-Davidson came

out first in the 10-mile Metropolitan Championship.

Remember—

That the two world's records broken were both broken by Harley-Davidsons.

That the only double winner was Burns, the Harley-Davidson rider.

That the fastest time made was made by a Harley-Davidson.



*Ray Weishaar
50-mile National Champion
and holder of World's Record
for that distance.*

Ted Gilbert, a Sport Model Enthusiast

Another champion has been added to the ranks of the Sport Model. This is no less a person than Ted Gilbert, the invariable winner of perfect scores in Pacific Coast Endurance Runs and the one who topped Rocky Butte on August 1st. Ted used Salesman Guthrie's Sport Model in the recent Endurance run between Portland and Spokane and return, and drove it over the 1,040 miles with a perfect score.

The way the little Sport Model stood up over this course, which was the roughest and longest ever chosen by the Rose City Motorcycle Club, was truly remarkable. At the beginning of the run, it dashed over the slippery and muddy roads made so by three days' rain without even a suggestion of a spill. Next, on the desert, the little machine bravely plowed through sand six to twelve inches deep. In another place, the dust on the road was so deep that Gilbert says he could scarcely hear the explosions of the motor, but still the Sport Model kept on, working its way over large rocks

and through the dust without a murmur. Even when it was accidentally pushed off the Ferry into five feet of water,—something that isn't bargained for in the ordinary run—the little Sport Model rode just as smoothly as ever after its tanks had been drained and fresh gas and oil given it.

In summing up what he thought of the machine's performance, Ted Gilbert writes:

"I had the throttle wide open all the time and the parts being so much finer than the big machine, I think it is wonderful the way the little machine hung together, for I have never abused a motorcycle as I did this Sport Model. I made the entire trip without touching the chain, either for breaking or stretching. I carried no tire patches and had no tire trouble. I made the trip without once spilling, which certainly speaks well for the Sport Model. I have always been a Harley-Davidson booster, and now I am enthused all over again."

Winter Storage Battery Care

Remember storage batteries in discharged condition will freeze in temperatures under 18° F.

From the table given below, it will be seen that to prevent freezing it is advisable to keep the battery charged as nearly full as possible during the winter.

If for some reason a battery becomes discharged see that it is charged up immediately by sufficient daylight riding or have it charged from an outside source.

Specific Gravity	Freezing Point
1.100	18° F.
1.150	4° F.
1.200	17° F. (below zero)
1.250	60° F. (below zero)
1.300	94° F. (below zero)

Refer to the instruction manual for additional instructions covering winter care of batteries.



Just before the big battle on Labor Day, Marion, Ind., where history was made



Walter Hadfield at the finish of his famous record-breaking Three-Flag Run.